The Sea People

No 58

DEC 2004

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The Sea People

Magazine of the

Polynesian Catamaran Association

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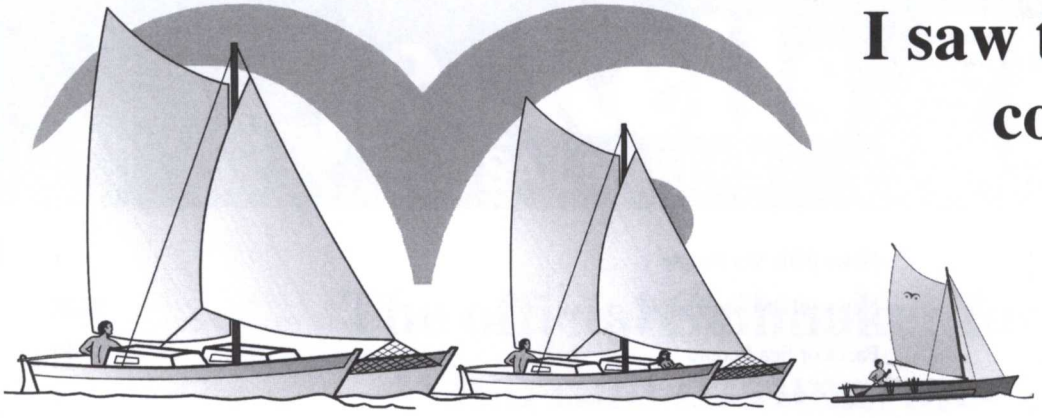
COVER

TOM HEMBROFF, whose Ariki, "PIGGY", won the JWD short story contest for his (& brother's) story "Stick to the plans" sent this photo showing his motor technique using a Zodiac style dingy with a Twenty HP four stroke outboard.

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People



I saw three ships come sailing by....

Merry Xmas & Happy New Year to all Sea People

The editorial team (and the committee) gives a special thanks to all who supplied material in the past . Your stories are great and deserve to be shared with a world wide audience. Dave Peak & your editorial team

HELP! Needed for March (and maybe June issues). To date Ken has provided invaluable help proof-reading, offering suggestions style changes etc. Ken may not be always available to this .... **SO** I'm looking for a proofreader / editorial assistant for 2 days in "sunny" Rotterdam (location might change) around the middle of March. PCA will help with travel and accomodation expenses.

Apologies from Ken & Anita. Here in the PCA Office we have been too busy to fully complete the transcript of the talk that James gave at the 2004 AGM. It will be ready for the March 2005 Sea People.

2005	PCA Meets & other Events	Contact
Jan T.B.A	Poole & Solent New Year Curry Dinner	Ken Hook
Mid Jan	Martinique Rally	Bertrand Fercot
6 March	Falmouth-LaCoruna Planning Meet	Dave Peak
April	Toronto, Canada PCA Social/Picnic/B-B-Q	Mike Haromy
29Apr 2May	Poole Spring Meet	Ken Hook
27-30 May	Poole Whitsun Bank Holiday Meet	Ken Hook
10-12 June	Austrian Wharram Meet	Gerald Winkler
July	UK North East Meet, Humberside YC, Lincs	Si Belk
July	UK North West Meet Cumbria??	T.B.A.
July	Dutch/German Meet	Dave Peak
Jul/Aug	La Rance	Dirk Horstmann
Aug	Channel Isles	Dave Yettram
Aug	Southern Brittany Meet	Nicolas Vivier
Aug	Solent Summer Meet	Robert Sheridan
26—29 Aug	Poole Summer Meet	Ken Hook
Sept	**Falmouth UK—Anniversary Cruise**	Dave Peak
2–4 Dec	Port St Lucie, Glorida	Ann Clement
2006/7	50th TRANS-ATLANTIC Anniversary Rally	Dave Peak/Others

How to host a Meet

What's needed to host a meet ?

Enthusiasm & optimism

Minimally one (or two) boats, preferably Wharrams

A couple of anchorages within a day's sail

Pre-designated pickup points

Site for a BBQ or inexpensive restaurant

Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier - All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.

I love it when a plan comes together

I first thought of a "small Wharrams" issue, prompted in no small part by Mike Wynn's question about whether we as an association are doing enough to attract and keep builders of boats like the Melanesia. Personally I don't think the Melanesia should stand apart from other Wharram designs just because it's not a catamaran per se, but should be included in the Wharram clan as a full and welcome addition.

I wondered if I hadn't bitten off more than I could chew this time as I dug frantically around our archives (yes dear we are building archives), but Gerald Winkler's contribution started so many wheels turning in my head.

I recalled I first read an article more than 20 years ago about a young Dutch girl and the fortitude and knowledge that showed in her "small Wharram" (see page 17 for reprint of article). It embodied what Sea People attitudes were about. Go live your dreams. OK you may experience groundings from time to time. But as a wise man once told me "anyone who hasn't gone aground, hasn't gone **anywhere**". In effect they stayed within known boundaries and never expanded their horizons. Our groundings may take different forms—physical, emotional, financial. But like Lilian's resourcefulness in her planning, having the spare ply aboard and determination to overcome problems, I saw in myself the desire as a future member of the Sea People that the journey is as much a part of the dream as the goal itself.

It's this attitude to achieve one's goal and overcome the hurdles that life puts in our way that I most admire in current and past Sea People. Weston Farmer an american naval architect/boat designer summed it up best when asked what the most essential trait of successful boat builders was replied "**Persistence**!"

Please, please read News from Sea People at bottom of page 17 about how PCA members can assist one another on a global basis. Gave me a buzz!

On page 28 you'll find the report of the meet in Mesquer, southern Brittany in the original french. I left the translation until the last minute, and then struggle with some parts of it. A full and complete translation will be provided on the website and upon request from the PCA office. Pardonnez moi!

Caio, Dave

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

© 2004 Polynesian Catamaran Association All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome.
It's £20 for a calendar year (approx $37US) and **new** members get 1 free back issue of the Sea People magazine
Your Name (as shown on credit card)..... Card Number.....
Card expiry date ../20..
Your Address.....
.....
Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or
Contact the secretary for alternative ways of paying or supplying credit card details to the office
+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses etc. to help the office and other PCA members contact you.

Tales of Taraipo (cont'd from #57) John Jameson Tangaroa I

Taraipo's Panama Canal Transit 8 February 2004

The big day started at 4 am with ships & tugs all over the place when JJ collected his 4 line handlers from their yachts. One brought the ice box & cake, the second volunteered to cook & then there were 2 others, one of whom was a solo sailor. The transit could take 2 days when provisioning for 7 crew would be a challenge with no fridge as well as bedding if we have to overnight at anchor in the Gatun Lake! Then JJ's other preoccupation was could Taraipo maintain 5 knots for 6 hours with her 'dodgy' diesel-priming pump. Could she avoid tricky manoeuvring situations in the wind & current of the locks? And will the pilot be 'user' friendly or not? It appears that the fine for not providing an adequate lunch for the pilot is 120 dollars! The yacht that transited with us was obliged to pay for a pilot's lunch box ferried out by tug as they only offered an onion sandwich! Another yacht's engine controls failed in the penultimate lock & if they had not been able to maintain control in the swirling 4 knots of current on exit they would have been towed out by an ACP launch at a cost of 650 dollars! Each yacht must have a clean 'heads' & shelter from the sun for the canal pilot. Also have 4 x 125 foot (38m) lines, 4 line handlers & adequate fenders! Taraipo had fenders made of tyres from the dump covered with bin bags. There is a lot of fender, line & crew swapping as the yachts travel the 45 miles to the Pacific. Then the return to Cristobal via the A/C bus was 2 dollars only! We had a lovely day! The pilot was cool, gave the command "Captain head more left!" & was keen to transit in 1 day. So we went through the Banana Cut which is very peaceful and features the odd crocodile. We had strong gusts of wind from behind boosting Taraipo's speed to 6.5 knots with the genoa up & half a ton extra of people & kit aboard! Seeing the big door open into the tidal Pacific Ocean was a great milestone for Taraipo!

Life in Panama 19 February. In Cristobal & Colon there is much poverty since the Americans left the Canal Zone! Panamanians at all levels of society will screw you if given the chance! In fact it would appear to draw some admiration! The skipper of a yacht had his Visa card pin number stolen from him by the manager of a bank in Colon! Ministers disappear to Miami with hordes of State cash! Everybody is at it from shopkeepers to taxi drivers! But the people are 'mega' friendly & helpful & will quickly guide you away from 'dodgy' areas for example! The shopkeepers are always ready to give discount up to 25% after a bit of chat! The anchorage on 'The Flats' is spacious & very safe, secure & a convenient dinghy ride to the Panama Canal Yacht Club dock where you can pay 2 dollars a day to park your dinghy. The club is a bit dilapidated & frequented by many 'long stay' Americans. When there is a cruise ship in harbour the police round up all the known pickpockets & 'bandidos', jail them for the day & double the armed foot patrols in the town centre as they do not have enough prison space to lock up all the known 'desperados'! The country's principal income comes from an enormous 'Free Zone' in international banking as the canal brings in less than 5% of GDP, as yacht transits are a non-profit operation!

Shock Horror! A 'nest' of 3 yachts in an up lock was blown away by the front ship's front propeller wash last week! The pilot failed to notice that he had 3 yachts behind & applied too much power too soon! It is possible for the 'mules' to tow the ships through the locks, although their normal function is to hold the ship n the centre of the lock. So 3 of the yacht lines parted but fortunately nobody was hurt only one of the yachts, a catamaran, suffered superficial damage on impact with the lock wall!

The free yacht anchorage on the Pacific side is pleasantly situated in the lee of a new causeway that runs out to Flamenco Island to the seaward entrance of the canal. On the windward side there is an expensive new marina complex with restaurants, boutiques & a business centre. Needless to say, those in the free anchorage eschew all of that! They run their own dinghy taxi service into the rough slipway from where they can catch the hourly bus service at 25 cents into Panama City. It is a wonderful place for Taraipo to be 'stationed' as there is shipping & yacht activity over the 24 hourly period, 7 days a week, 365 days of the year!

It's tidal with a 15.5 foot (4.7m) rise & fall, surrounded by tree-covered islands with high-rise Panama City in the distance. The water is clean enough for scuba scrubbing & windsurfing is possible but not great. Now it's breezy & there 'Ain't No Bugs'!

Our plans are to explore the Pacific coast of Panama, the Los Perlas Islands & maybe Costa Rica? Then will come the long haul to the Galapagos, 1000 nautical miles further on in very light airs, then close reaching to Easter Island for 2000 miles, then we will free off for Pitcairn & the Gambier Islands, the Tuanolins, then on further to Tahiti 2500 miles away & then to New Zealand 2000 miles distance! It's all a bit daunting but hopefully we can keep brain & boat together & will be able to reach Auckland before the cyclones kick in!

We have managed to copy over 100 charts at 5 dollars per copy thanks to the crew of another yacht! There is no copyright on US charts BA please note! Now BA charts cost 28 dollars that is a ridiculous price for the one-off usage of the average long distance cruiser! One of the crew on their yacht have only electronic charts in order to save money, a dodgy option we think!

John's wife Judy, home in Scotland is the conduit for John's diary to get to us here at the PCA. For a change of pace I thought Judy's own words would be a nice change. Sometimes writing in the first person things get dropped along the way.

Emailing friends & family using the internet's Hotmail, John Jameson says it has been a long haul since Cumana, Venezuela!

Taraipo has been to Moshima, Caracas del Ouest where JJ had a brush with a jelly-fish sting for his early morning swim on the reef!

Then Chimana Grande where Taraipo decided to start slipping out of gear on a lee shore whilst JJ was lifting the anchor & they had a lucky escape in a growing breeze!

Next Puerto la Cruz for a long stay in a mega cheap marina with lots of boat maintenance but a dangerous town out with the marina/tourist complex that no longer has any tourists!

After that Cayo Herradura, Los Roques, a stunning Marine Nature Reserve 25 miles by 12 miles studded with islands & very windy! John says it was a sailing & windsurfing paradise!

Taraipo visited Crasqui, Sarqui & Carenero, a bug city where JJ had to leave in a hurry before dusk as he was being eaten alive!

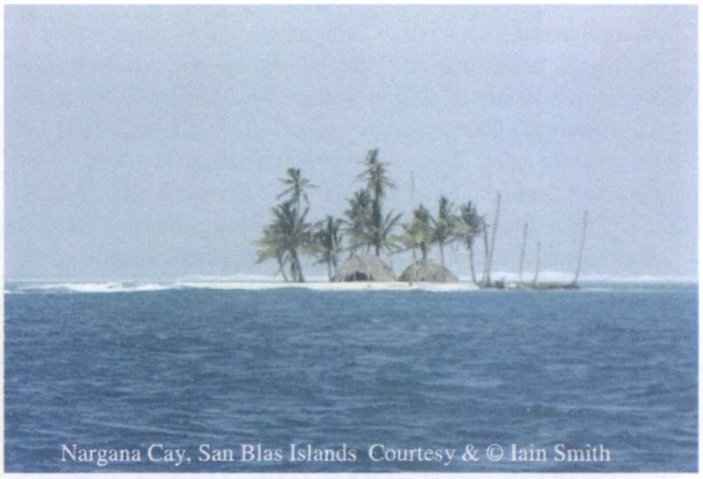
At Los Aves there was only the reef between Taraipo & the sea, a magic place with no fishermen, no coastguards, nobody!

Curacao was a very protected anchorage where JJ finally diagnosed the longstanding engine problem, a broken inlet valve in the priming pump with the help of Pim from yacht Prospera & a faulty engine alternator regulator!

JJ did not stop at windsurfing Mecca Aruba because there was no wind. Another 200 miles down the line Taraipo suffered horrendous wind & seas off the Columbian coast so did not stop there either!

JJ headed for the San Blas Islands, Panama which were windy all the time, wonderful but hazy & where the pilotage was tricky as the photocopied charts were a quarter of a mile left & west of the GPS co-ordinates! (Primarily due to age and lack of accuracy of base data of pre 19th century admiralty surveys—ED).

Taraipo anchored at Miriadup, Banedup, Coc Bandero, Nargana & Kanildup where JJ enjoyed the daily company of the Kuna Indians who paddled or sailed their dugouts, 25' heavy logs, to fish on the reefs. Or to bring fresh produce & 'yummy' Kuna bread that was nicer than JJ's home baked bread made in the pressure cooker!



Nargana Cay, San Blas Islands Courtesy & © Iain Smith

Kuna children,
San Blas Islands

Courtesy & © Iain Smith

Christmas Day John had Kanildup to himself with wonderful, windy windsurfing!

The overnight trip to the Panama Canal terminated in an exciting no turning back, downhill ride into a hole in the wall where the anchor chain decided to escape through a gap in the decking! JJ managed to grab the bight in 'extremis' as Taraipo blew into Cristobal with 25 knots of wind in the jib!

John spent New Year celebrating on a German Yacht anchored nearby & emailed home by radio link at 01:40am.

Taraipo had a fast trip through the Panama Canal's

Chuck Hinman's Oro "Tahiarii in need of a little TLC hence travel to Cartegena for a refit—see story page 8

beautiful unspoilt countryside. John meant lake & jungle & said it was 'dead' interesting! After lots of worries prior to the transit with the possibility of fines if you go slow, breakdown or break gear in the enormous locks, the necessity to buy enough food for the crew & pilot & have them hot bunking, sleeping rough overnight, Taraipo made the 'mega' rapid passage with more than half a ton of people, tyre fenders & long warps out into the real ocean! She kept in front of the big ships all the way with the genoa up on the Gatun Lake & did it in just one day when most yachts take two! John says it was a great moment a wonderful feeling when Taraipo finally exited the 15 down locks into tidal waters again!

Taraipo was in the Isla Flamenco anchorage at the Pacific end of the Panama Canal near Cristobal with beautiful surrounding islands & the skyscrapers of Panama City as a backdrop. After JJ sent this email he then took time to go to the Carnival in Panama.

John has been exploring the Gulf of Panama & the Las Perlas Islands with light winds & lots of motoring going somewhere new every day! There was fishing & the best catch were 2 large tuna which were smoked by his ex crew from Scotland who had joined him in Cristobal for 3 weeks cruising but the shark they had on their line got away!

From David & the marina near the Costa Rica border 8 miles inland in a mangrove swamp with crocodiles & lots of wind, the crew departed by bus 6 hours down the trans South American highway to fly back to Heathrow direct from Panama City!

John has found his old Swedish crew again from the earlier trip & dismasting making contact by email when she was looking for a boat to do the Pacific & hanging around in Cristobal.

We guess the next emails will arrive from somewhere in the South Pacific Islands. If anyone is still dreaming of going cruising the slow way, the long way round & has a sense of adventure themselves then look out for more Taraipo Tales with John Jameson in the summer when he'll be heading even further west across the Indian Ocean. But just how long will the voyage take for this sea gypsy cruising round the world on his adventure of a lifetime, nobody knows?

Judy Jameson

Panama to Columbia Chuck Hinman Oro46 Tahiarii

After a month in Panama City I decided I had to get out of town and contacted the yacht agent to get the paperwork started. I started talking to other sailors to get line handlers for the canal transit and 4 agreed to go. A few days later everything was organized and scheduled. Then the night before going through the canal, after I was already checked out of the country, I met a single woman and a backpacking couple, all from Germany. They wanted to go east and I offered to take them aboard as crew. I showed them the boat and the couple, Nils and Katja, said they wanted to go through the Canal and possibly sail with me to Cartagena.

Nils and Katja showed up in the dark of the morning and the other line handlers came aboard when the sun came up at 6:00. The canal transit pilot came aboard at 7:00 after a few boarding attempts and we were off. We went up tied with four lines in the center of the locks behind a big car carrier ship. The ship was too big to move without help from its propeller and when the prop wash hit us it was like riding rapids on a river. Tahiarii bucked up and down and yawed side to side. We motored all the way across the lake at a top speed of 5.3 knots and passed the largest floating crane in the world. It was war booty from the Nazis after World War II.

We went down tied to a tug ahead of the ship. The first tie up to the tug and lock down went very smoothly but the second was less so. With a tail wind and a surface current from the ship coming up behind us and the need for speed to have water going over the rudders in order to have steering we were going pretty fast inside the lock, about 2.5 knots. I had swung wide to let the tug pass and approached the tug at a steep angle then slammed into full reverse power as we came alongside.

Then we almost had disaster! The first throw of the stern line snagged on a cleat and fell short. The sterns swung out wider in the surface current. The second throw was successful but three of us strained to bring in the line and pull the boat alongside the tug without success. Then the bowline on the tug burst from the strain like a cannon shot! Lacy streamers of rope fiber drifted through the air. We had to wait until we were locking down and the surface current quit before we could haul in the lines. The next tie up in the last lock was very smooth since I kept the approach parallel and lines were thrown well and true.

I gave the rented mooring lines back to the yacht agent and had dinner with the line handlers before they went on the bus back to Panama City. "Thai" spent the night at the fuel dock of the Panama Canal Yacht Club and I had to do a new zarpe **(=official document of approval to travel—very prevelent is cental/south America—ED)** in the morning because I had already checked out when Niles and Kanji joined the boat. Bought a little more fuel and left for Porto Belo.

Columbus discovered Porto Belo on his last voyage and it became the most important port for shipping Peruvian gold to Spain and the associated trade fairs for hundreds of years. All this wealth attracted pirates, notably Drake in 1570 and Morgan a century later. Porto Bello was attacked numerous times and the ruins of the 3 forts can still be seen. Also in town is the restored Customs Building that is now a museum. Porto Bello is a picturesque town.

The first night in port Victor visited us in his dugout canoe. He came aboard and tried to sell us jewelry and invited us to his house for fish dinner, only $3.00. We went at sundown and wandered through town with Victor as guide. We drank beer while waiting for the fisherman to come back with the catch of the day. Victor cleaned the fish, some porgies and a sierra. Then Nils and Kanji cooked the fish, the rice, and the plantains. Victor couldn't eat with us because we used all the plates and utensils he had.

We stayed there a couple of days then sailed to Isla Grande where we anchored overnight. Then we spent almost 2 weeks in the San Blas Islands. We snorkeled, ate lobster, crab, and fish that Nils killed, socialized with other cruisers, and talked to the Kuna who

always came buy in their dugout sailing canoes with something to sell. I spent every remaining dollar on handicrafts. I slit a finger on a thick spiky crab shell when we were shucking the crabmeat. We got wise and used gloves and a hammer to bash the crab shell into submission the next time. There was lots of rain and lightning but some good days as well.

Nils and Katja were another good crew. I hardly ever cooked. They did most of it. They worked well as a team. They liked to work the boat. Katja became a pretty good helmsman. We had lots of fun discussions with lots of laughter.

Katja is quite cute in a pixie sort of way. Nils has looks that appeal to women and gay men. He has blond hair, a flashing smile, chiseled features, slim waist, broad shoulders, and a tight butt. He told stories about homosexuals in Central America passing him on the street and kissing him on the neck. I guess they were just overwhelmed by his beauty. Must watch out for those vampires.

We spent a lot of time in the water. The coral and fish were awesome. I saw a tarpon and a spotted eagle ray, as well as the flashy reef fish. Nils saw sharks and barracuda as well.

At our last anchorage I was the only American. There were four Italian boats, two Austrian boats, a German boat, and a French boat. On of the Austrian boats was "Tanoa", a heavily customized and beautifully finished Wharram Pahi 42 catamaran. Roman built it over nine years and is sailing solo at the moment. We had a good visit on "Tahiarii" and "Tanoa" one afternoon. It was great to compare notes. I was interested to find out that Tahiarii's performance was about the same as other cats of the same class.

In this anchorage there was an island to the south, a reef to the west, another reef to the east, and another island some ways off to the north. It looked pretty snug and protected until our last night when the anchor dragged and then it felt like a trap. The first thing we knew about the problem was that the boat bumped something in the dark.

We all rushed out on deck to look around. I don't like things that go bump in the night. The wind was blowing 20 to 25 knots out of the west. Nils noticed the rudder was bumping up and down in its gudgeons. We looked down and the sand bottom was clearly visible in the flashlights. I started the engine, lowered the prop, and we roared off the beach into the night. Nils and Katja cranked the windlass to raise the anchor while the boat went charging about. The neighboring boats turned on their navigation lights so I could see them. I was very worried about the invisible reef that was directly up wind of us. I watched the depth finder like my life depended on it, because it did.

Every time I slowed down the wind pushed the bows downwind toward the other boats and I would pour on the fuel and with maximum rudder deflection. Finally we ran out of room so I slammed into reverse and the bows came around into the wind because of the anchor drag. We went roaring off in the other direction away from the boats. The anchor was up by then and we dropped it in deep water, let out lots of line, and prayed it would hold. It did, but we were again in shallow water, 6 feet. I rigged the fisherman anchor and Nils and I, wearing lifejackets, loaded the anchor and chain in the dinghy and took it out as far as we could to the northwest and dropped it over the side. Back on board we hauled in the line to the second anchor as far as we could. This hauled the boat into deeper water. We felt much more secure with two anchors out.

Finally I got tired of waiting for a favorable weather window. We picked up the two anchors and motored out of there. We slogged through two days of headwinds and waves on the engine to get to Cartagena and the last night we were down to 2 knots but the wind let up in the morning and we were able to get into port in daylight and even had some fuel left over, about 7 gallons. This trip convinced me that I couldn't go against the winds to Venezuela.

We rescued a couple of guys that dumped their kayak in the bay outside of town and towed the swamped kayak to a beach where the guys jumped in the water and swam it to shore. We anchored at Club Nautico Marina and had dinner. We drank cold beer (first one on the house, 70 cents thereafter, Welcome to Cartagena) and I had filet mignon ($5.00) while Nils and Katja had hamburgers. The next day, after we had our laundry cleaned, Nils and Katja left the boat (hugs all around) and moved to the luxury of a private room with a giant fan in a hostel. I went back to the boat and baked cornbread for the Independence Day potluck. The cornbread was a big hit.

Nils and Katja must have enjoyed their time aboard because they came back a couple of days later to visit and take pictures on "Tahiarii". Then they left (hugs again) to tour Columbia.

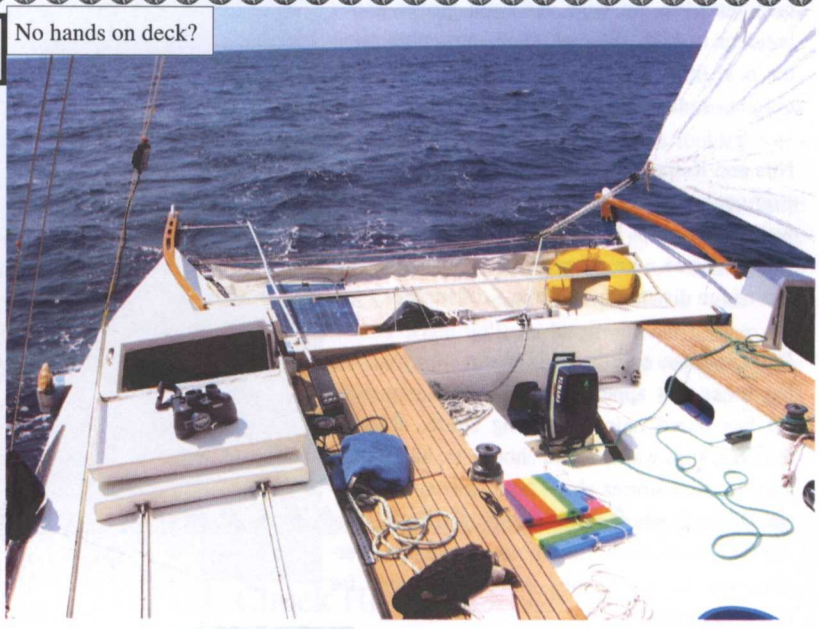
Cartagena is a modern city with an historical district 500 years old. It is the safest spot on the Spanish Main. The women are beautiful and the people are friendly.

I might be here a while, as in November..

News from Sea People

CROATIA

No hands on deck?



Actually the push came from our daughters Lena & Luise: 'Dad, lets take KANANASKIS to the Adriatic and do some relaxed cool sailing'. And this is exactly what we did.

We have trailed our boat already a few times to different locations in the Mediterranean and we have everything in place and already a fixed routine. Only a few items had to be fixed: I just changed the 10 year old trolley tyres against new ones, had a service on the outboard, renewed my insurance and bought the relevant charts.

The southern Adriatic is a wonderful place for light boats. An abundance of small islands with little and sometimes really shallow anchorages make these waters so attractive. They are perfectly suiting us multihull sailors. Furthermore winds in summer are in general light. After the war the need for increased income by the tourist industry resulted in a very professional marketing campaign of Croatia and over the last two years it was quite dominating in Austria. This made us feel a bit uneasy – crowded? expensive? full anchorages? limited marina space for cats? bad road condition?……. The answer was simply NO.

A typically secluded anchorage

We left the city of Vienna on a Sunday in July 2003. About 60 Km south east of Croatia's capital Zagreb we drove through the city of Karlovac. Here we were drastically confronted with the remains of the recent war, which has taken place so close in Europe and only a bit more than 10 years ago: ruins, burnt houses, house face full of bullet craters. Later we drove though long deserted stretches without any people living in the destroyed and abandoned houses.

We had a stop over in Plitvice some 480 km from Vienna. It's a very scenic site and we stayed at the campground for the night.

Roads have been bad in the old Yugoslavian times, but surprisingly a lot of the recently initiated construction work has already been finished. Totally new roads were built across the Velebit mountains.

Next morning we continued for another 300 km to the city of Split, where we reached the Sea. We have had selected the near village called Marina for assembling and launching. They provide a wide slipway free of charge. We arrived there around lunch time and had the boat in the water at 4 pm. We found the slip OK, albeit a bit tricky. So far, so good – everything worked out perfect.

14 knots!! GERALD !!!!!

News from Sea People

You need a cruising permit for Croatia. In general no problem, so I drove down to the harbour captains office in Trogir to get my cruising permit. I almost had it issued from the clerk when the captain came in checked the papers and said simply 'Njet'. He did not accept the ships registration papers issued by the general Austrian sailing association. Same thing happened next morning in another office. These papers were good enough all the 5 times when I checked my boat in the years before. The law has been changed, it requires the official commercial ship registration certificate form the state of Austria now. The procedure for this takes usually months! The situation was bizarre. We were ready to sail away but were not allowed to do so. But we live now in modern communication area. First thing I called an Austrian yachting mag for advice and the relevant contacts. After many calls (from my mobile on board my Tiki) and faxes (thru the marina office) I finally got my application officially registered and signed by fax. I was quite nervous if this will be accepted – otherwise we had to get the boat out of the water and drive back – crazy. Well, the captain in Rogozniza was a gentleman – he said my application is valid and – voila, I had my permit. This was the most difficult part of our trip and everything thereafter was easy going. Lessons learned – regulations do change & have your papers in good order. Always check in advance.

We sailed away one hour later.

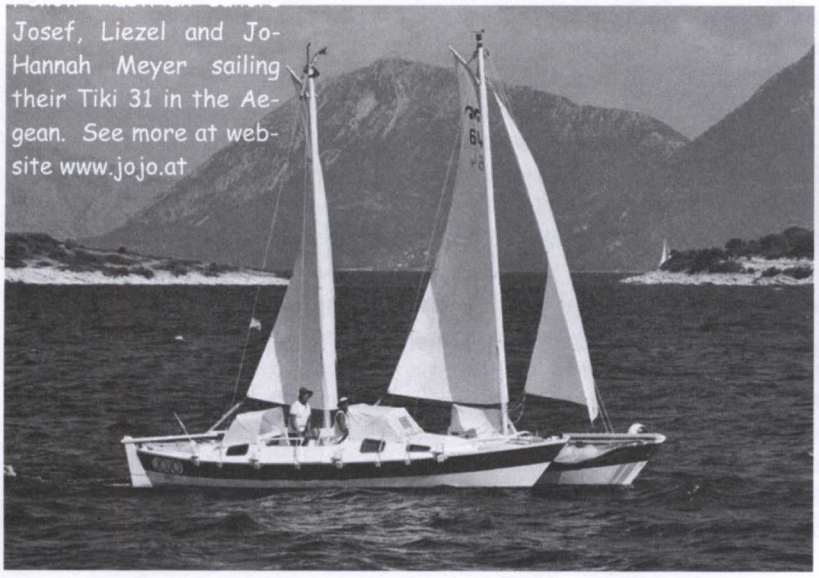
Kananaskis, our James Wharram designed Tiki 26 is kept light. I consider her 'appropriately' equipped. We live a camping style live while cruising, but have e.g. a Navico tiller autopilot working, powered by a solar panel. We avoid marinas, therefore we have a need for good anchor gear and a minimum of provisions. Our weight fully loaded including us 4 is approximately 1.1 tons, jib and main sail area is 25 square meter and the chute 35. Weather reports can easily received via VHF or – much better by Navtex, where they are stored. In addition you find the faxes in every marina. Croatian weather reports and forecasts are quite accurate there.

For the first week a low pressure high altitude system brought sunshine together with good sailing wind. A very seldom but very good constellation and we made use of it in sailing to the outer Croatian islands like Vis and Lastovo. Both are large beautiful mountainous carbonate islands with steep cliffs. In contrast to the northern islands they have a dark green vegetation. Most of the time we sailed on a broad reach, using our chute made this sailing really good. After we left Lastovo we sailed on the open Adriatic and the wind picked constantly up. Soon we averaged 10 kts, and when wind further increased we suddenly were doing 12 and later to 14kts! The debate about pulling the chute in was 'won' by my wife Brigitte having the argument 'you never did it too early and remember you once were using a knife for last second reefing'....what can you answer – she was right.

We had a good time sailing with our teenagers, in general they like to sleep, swim, watch the sea and read. What we tried out was to read one book, all 4 of us the same time, e.g. every day all the same chapter and discuss it during sunset at the forward trampoline. We all enjoyed that very much. Lena and Luise love to anchor and they do not like marinas, albeit they offer ice cream.... This fits us very well

There are three outstanding ancient beautiful towns in southern Croatia: Trogir, Korcula and Dubrovnik. They stem back from roman settlements and had their best times around 500 years ago. If you are in the area you should visit at least two of them. In addition there are many other smaller towns waiting for you to discover. With a multihull you don't need to expect real problems. In general there are now many private moorings available. Yes you have to pay for them or at least visit the attached restaurant which is in general good (lets say 9 out of 10). In the area it's usual to moor 'roman-catholic' meaning stern or bow to shore. The same is usual in narrow anchorages. This requires long land lines and some protection if you tie them around rock (we use both, PVC pipe or chain). A stable dinghy is always helpful.

So summing up, a lot has changed in the area, most of it for the better, some not quite. But it is still a wonderful area to spend your holidays and to sail your Wharram (trailer) catamaran.



Josef, Liezel and Jo-Hannah Meyer sailing their Tiki 31 in the Aegean. See more at website www.jojo.at

Mike & Marta Haromy's boat building shelter that prompted Hints & Tips money saver on page 35.

Trinidad to Venezuala Günther Zimmerman Tiki 30

After 9 months in Europe we returned to Trinidad and to "Anna Sophia" on Jan.7th. We had hauled her out in the boatyard "Power Boats", Chaguaramas in March 2003. The rainy season of last year had luckily been drier than usual and so we found the cabins completely dry inside and no smell at all. Unfortunately the cockpit had suffered in the tropical environment. Through cracks in the varnish layer water had found its way mainly into parts made of solid wood. We had to drill out the rotten material with a "Dremel" tool and fill the holes with epoxy / silica. The weather became a problem. The dry season should have started already but we had tropical showers nearly every day. As we had jumped from an Austrian winter of minus 10°C to plus 30°C and nearly 100% humidity we used up a week to adapt. So it took us 6 weeks to get the boat ready for sailing.

During this time we took only 4 days off and the reason was our 40th wedding anniversary. We flew to Tobago, hired a car and discovered the island inshore after we had come to know it by boat last year. Tobago's northern half is still nearly unspoiled by tourism which thrives in the southwest near the airport. We found accommodation in local guesthouses and payed 20 US$ for a double room with air conditiong and the possibility to use a kitchen. So we came into contact with the friendly black population originating from Gambia.

For us the north of Tobago is the nicest part of the Eastern Antilles as far as we know them. The prettiest bay is Englishman's Bay. The strong currents around the island are a serious problem for swimmers. That's why most tourists stay in the southwest where the Bucoo Reef shelters the beaches.

Back in Chaguaramas we luckily had 2 dry days to do the necessary varnishing job. Meanwhile a Wharram had turned up in "Power Boats", a Pahi 42. The German owners Rolf and Susanne from Düsseldorf had left it on a mooring in Carenage Bay Yachtclub for 2 years. During this time the pelicans took over and the boat looked like a floating guano island. Rolf renamed it "Pelican Inn". When they invited us for dinner the biggest part of the excrements of the birds was already removed. This was the last Wharram we met that season.

On Feb.19th our boat was launched by travel lift. As no mooring was available in Chaguaramas Bay we moved to Carenage Bay where anchoring is much safer. On Feb.20th we cleared outwards and set sails late in the evening for the Testigo Islands (Venezuela). We slipped out of the Gulf of Paria through Boca de Navios, one outlet of the so called Dragon's Mouth (Boca de los Dragones) into a dark moonless night, our navigation lights unlit and the radar reflector down as the north coast of Venezuela west of Trinidad has a bad reputation for piracy. With northeasterly wind of 15 kn and a current setting to west with about 1.5 kn it was easy sailing and we reached the Testigos next day at noon. This small group of islands looks like a Mexican cactus landscape and one wonders how people can make their living here. We visited the coastguard on Isla Iguana and were allowed to stay for 3 days. Inward clearing is not possible here. Then we anchored in front of the large beach of "Breakthrough Bay" (Playa Real) where the Islands of Testigo Grande and Testigo Pequeno are only divided by a few meters of water.

Next day we relaxed. The day after in the morning I went snorkeling and saw that the anchor rode had been caught under a coral head. Gundi started the engine to take the pull from the rode. All of a sudden the engine sagged down a little. Main parts of the suspension had broken and the engine was now held only by the rod that shifts gear. The engine is a Yamaha 9.9 hp fourstroke ultralongshaft outboard mounted in an engine well in the centre of the cockpit (centre of gravity of the boat). We secured the engine with a rope and then I set one of our two Fortress anchors, took the pull out of the main anchor (a German Bügel) and freed the rode. Now we lashed the engine's head tightly to the engine well and fixed a bridle to the shaft just above the propeller. The 2 ends of the bridle were fixed on clamps on the aftdeck of both hulls. So the pull of the propeller was led to the hulls. But we could only use forward gear.

Next morning we left the anchorage under sails. The wind was down to 10 kn and as we could not raise the propeller above waterlevel we were very slow. We wanted to reach the bay of Porlamar on Isla de Margarita in daylight. As the wind went further down in the afternoon we had to start the engine although we had planned to use it only for anchoring. To our relief the lashings worked well and we even managed a speed of 7 kn. Shortly afterwards we caught the first fish of the season , a bonito, by trolling. We reached Porlamar in last daylight and anchored next to "Athenaeum", the Moody of our friends Josef and Maria from Salzburg. We had met them last time last May in Austria and they had encouraged us to come to Venezuela. The long evening became morning and it was 4 o'clock when we went to bed.

Two days later Josef and I took the engine apart and Michel, a French Suisse who repairs nearly everything for the sailors here in Porlamar knew somebody who could weld aluminium and had access to a trustworthy equipment. To my great surprise I could put the engine together a few days later.

Life in Venezuela is cheap and as Margarita is a duty free area this island is even cheaper. Fuel costs next to nothing. Many European bachelors ended up here with or without boat due to the low liquor prices and the liberal views of the local women... People are friendly and in the shops and restaurants nobody tries to cheat. But security is a problem like in many Latin American countries and you must be on alert. A perfect paradise does not exist.

In each new harbour it takes some time to come to know what can be done where and what can be bought where for the best price. Through the help of Josef an Maria we could shorten this time considerably. On the first day they already introduced us to the German "beer club". On a beach in the vicinity near a dinghi dock that is reckoned safe when you lock the dinghi onto the construction by steel cable and padlock some locals have installed a bar with sunshelter and a few rather strange seats where they serve mussels and icecold "Polar", the Venezuelan fashion type beer. For a bottle of 250ml you have to invest 0.15 Euros in cash... Every evening the German speaking sailors meet here with a few Germans who live in town and this is a useful source of valuable information. They tell you for example where on the so called "trustworthy black market" you get the best exchange rate for US$. 1 or 5-dollar notes are not accepted, 100s favoured. Expatriates who live here fly every now and then to Trinidad where you can get US$ from your credit or bank card, for example on special ATMs on the airport. The official exchange rate in the

first half of 2004 was approx. 1,900 Bs. (Bolivares) for 1 US$. The "trustworthy black marked" offered approx. 3,000 Bs. during that time. In the towncentres strange guys will regularly approach you with better offers but you can be sure to be cheated.

Clearing inward and outward is very complicated in Venezuela and it is boring if you don't know the country very well. On Isla Margarita the formalities have to be executed in the comercial port of Pampatar where yachts are not allowed to anchor. But there is Juan Baro, born Argentinian, who is fluent in English and French. He runs a little enterprise on the beach of Porlamar, not far from the anchorage and calls it "Marina Juan". It comprises a dinghi dock with watchman and a spacious hut, his office. For approx. 35 US$ he does the job for you within one day. This is a bargain as it saves lots of taxi fares and as a foreigner you would not know who has to get what bribe where and when... The crew gets permission to stay for 90 days and the boat for half a year. Both permits can be renewed but the boat has to leave the country at least for a short time after 18 months. Rumor says there is also another solution but somewhat more expensive... Juan has a competitor, the Canadian consul who advertises his services each morning on VHF in English and French. You can meet him at certain times in Jack's Restaurant on the beach, run by a Thai woman. It is a good place to dine but a little more expensive than in town.

How do you get to town? The most convenient way is to lock the dinghi to Juan's dock. The watchman gets 500 - 1000 Bs. on return. He has to make a living from these tips and from the aluminium tins he gets from the sailors. He also takes the rubbish from the boats. Once a day he gets a meal for free from the restaurant. Somewhere between Juan's office and the restaurant under a shady tree the taxis are waiting. The fare to the town centre is 3 000 Bs. You can also go by dinghi to the beach in front of the town. That is a long way and can be quite wet.There fishermen run a romantic little restaurant under coconut palms and their watchman helps when you have to struggle in the surf to get ashore or back into the water. The dinghi has to be locked to a palmtree. From here you can reach the town centre by foot but you must not return later than half an hour before sunset as the area becomes dangerous later on. Here the watchman gets 1000 Bs.

An important place is the chandlery "Vemasca" where English and German is understood. Although it is only a few hundred meters from Marina Juan a taxi is necessary because it is situated in a mangrove area, a good hideout for criminals. Robberies are frequent. A German sailor told us a nice story. An American lady of approx. 70 had her electric generator repaired at Vemasca. On the way back to the beach she was attacked by three young robbers with knives. She carried the generator in a white linen bag, flung it onto the head of the first robber and knocked him down. The second had already turned round to flee when the generator hit him in the back and got him down too. The third had a bicycle. He dropped it and fled into the mangroves. She brought the bicycle to Juan and proudly told her story on VHF. Another Vemasca story happened shortly before we arrived. Two men wearing National Guard uniforms entered the shop, produced their pistols and emptied the tiller.

In Porlamar you can choose between 3 supermarkets. In the centre in "Cuatro de Mayo" (4th of May Avenue) you will find "Rattan". A little way out of town on the road to the airport is "Sigo". They send an old American schoolbus to Marina Juan three times a week. Transport for you and for the goods you buy is free and the bus brings you back nearly to the dinghi dock. Here mainly the Americans buy their big stores of liquor. They hate alcoholism (in public). The 3rd possibility is CM-market on the road to Pampatar which means taking a taxi. The price level of the 3 is similar.

On the beach near the "German beer club" a little shop sells beer and rum cheaper than the supermarkets.We used to buy the ice for our coolbox there. Porlamar is a perfect place to buy your ship's stores no matter if you head for Panama or back to the East Antilles or even to mainland Venezuela. The duty free status of Margarita means that also imported goods are very cheap here. Liquor bought here is marked especially as it may not be sold on the mainland.

Security in the anchorage of

ISLA MARGARITA

Porlamar seemed good since the people who earn good money from the sailors organised an armed security service that patrolled the area at night in a fast dinghi. Anyway dinghis were stolen from time to time. The thieves are only interested in strong outboards. The rubber dinghies themselves were set adrift and sometimes recovered on the western shore of the bay. It is a rule to take the dinghy aboard before sunset. The 3.5 hp Tohatsu of our little Bombard dinghi was not what they were after. A few days before our second visit to Porlamar an armed robbery happened. The skipper was an Austrian. The robbers were after his expensive video equipment and a gun. Rumor said that the coastguard was involved as they had controlled the boat thoroughly the day before. Then the robbers knew exactly how to find what. A mistake of the skipper was to anchor in some distance to the rest of the boats. In general it is more dangerous in Venezuela the longer you stay in an anchorage and the more expensive your boat looks. Some sailors take women onboard for the night and don't pay afterwards. This would be dangerous everywhere.

Venezuelans are a mixture of Europeans, Africans and Indios and the result is very pretty. You don't feel racial animosities, very much in contrary to the Eastern Antilles. As they got rid of their colonial power Spain as early as the first half of the 19th century they are politically very self confident. They show an open attitude to sex. Bathing nude in a public beach is not done but the area of the bikinis can be measured in square centimeters and even highly pregnant women wear them. Children abound and men & women treat them friendly. Their fathers or the current boyfriends of their mothers care for them in public. Women like to show their female attractions also in their every day outfit. If a man shows his appreciation they take notice with a smile. Aids seems not to be a big problem. On remote parking areas you see a comforting amount of used condoms.

Where ever we had met Americans in anchorages or boatyards so far they were friendly, helpful and open minded and usually not very happy with their current government and the war in Iraq. In Porlamar we came to know a completely different species. Apparently their reason for living here are the low prices. They came down from Florida island hopping and avoiding open water where ever possible and they would have held hands all the time if that would be possible between yachts. Now they found themselves in a world that speaks exclusively foreign. You met them always in big groups and even if you exchanged a few words it never became a real contact but their women communicated excessively on VHF.

In mid March Athenaeum left us with 3 Austrian charter guests. On March 19th our daughter Barbara and our son in law Hannes joined us for two weeks. In the morning of March 22nd we left the bay of Porlamar and sailed westwards with the tradewind. We passed the islands, Coche and Cubagua and headed for the western tip of the peninsula of Araya. When we rounded a beacon off Punta de Araya our Simrad/Navico tillerpilot TP300 stopped working. Later on it turned out that saltwater had made its way into the electronic at one of the little acrylic glass windows that cover the LEDs and had corroded it. We were very angry as it was the third time an autopilot of this type had failed on "Anna Sophia".

Now we sailed to SSE parallel to the westcoast of the peninsular of Araya. As the apparent wind went up to 24 kn we put a reef into the main. Shortly afterwards the peninsular shielded us completely from the wind and we had to start the engine. At 4 pm we reached the entrance to the Golfo de Cariaco and from now on had to go directly to windward on engine power only. The boat was pitching heavily and we made only 2 kn heading eastward. The Golfo runs from west to east approx. 25 nm long and 5 wide. On the south bank of the entrance lies Cumana, famous for its high criminal rate, capital of Sucre, the poorest state of Venezuela. For sailors the main attraction in the Golfo is Laguna Grande del Opisbo, a fjord that reaches deep into the northcoast with it's many arms. We headed for the much smaller Laguna Chica 1.5 miles west of Laguna Grande. As we were so slow we didn't reach it before nightfall. We had the coordinates of a waypoint south of the entrance and reached it by help of our GPS. When we slowly approached the coast I sat in the trampoline our searchlight in hand. Suddenly a slope became visible coming down from right to left and so the position of the entrance was clear. A light was switched on. A French sailor who lives on his boat near the entrance of the lagoon had noticed us and had lit his decklight. Now anchoring was just routine and then we enjoyed a meal and the fact that the enervating pitching was over.

Next morning we realised the idyllic surrounding. The shores were covered with intensive green mangroves with a few huts and coconut palms in the back. The slopes rising from the water were part of a barren red desert scenery. The frenchman visited us in his dinghi. The third yacht in the bay was Italian. We stayed for two days and then moved to the eastmost part of Laguna Grande. When we tried to set the anchor in reverse gear the engine jumped up. The weldings were broken and so we had to renew the lashings and had to rely on them for the rest of this sailing season.

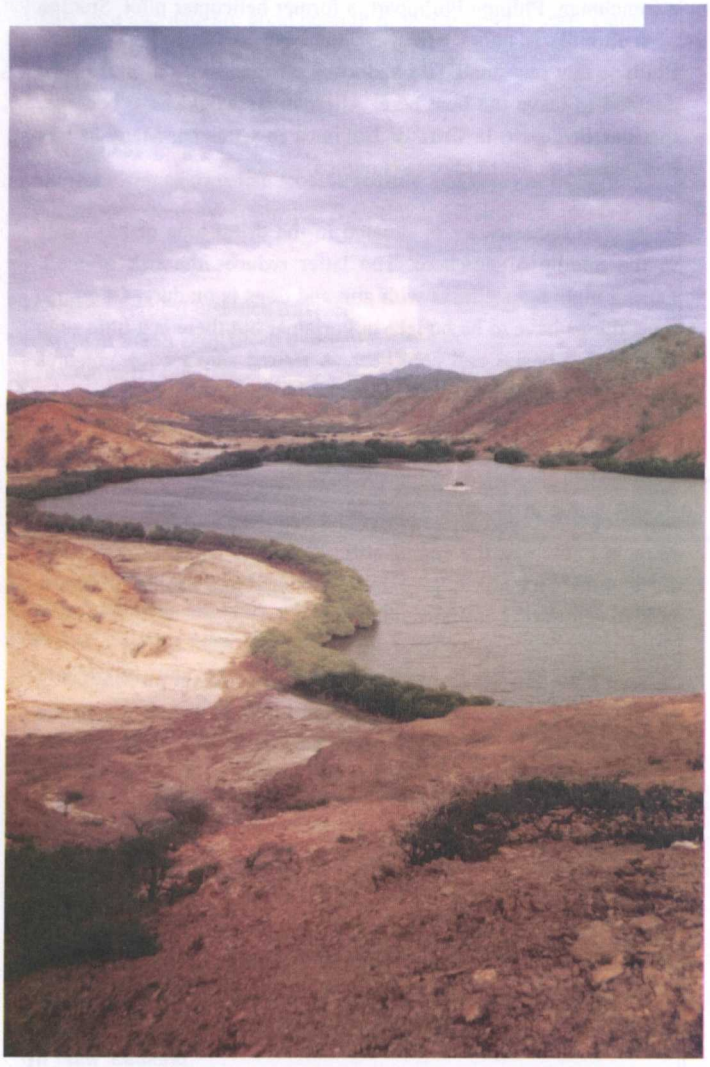
Later in the morning two children in a small rowing boat offered us fresh mussels and we bought them. Later on we were told that the fishermen send their children to avoid to be shot by sailors scared of pirates. In the afternoon Athenaeum entered the lagoon, anchored next to us and invited us for dinner. They left again next morning and we went ashore in the afternoon, climbed one of the surrounding hills and enjoyed the scenery. As far as we could see "Anna Sophia" was the only boat in the lagoon. The shores are uninhabited with the exception of a fisherman's camp in the far west and therefore lack of coconut palms but are covered with mangroves. The slopes above are barren with the exception of a few cactus plants and show the deep red colour of laterite soil. Further east on the peninsular the high mountains make up a dramatic background. As the area can only be reached in a private boat it has preserved its splendor and loneliness so far.

The following morning we went 25 nm westward to the fjord of Mochima. We had expected a pleasant sail with the tradewind but there was no wind at all and so we had to use the engine. We anchored in a small sandy bay on the eastern shore of the fjord. The beach was crowded with Venezuelan holidaymakers who were brought out there by locals in their fast pirogues from the village of Mochima. On the slope behind the beach the locals had built sunshelters and here their woman served fish and icecold beer. We went ashore and enjoyed the food, the beer and the whole situation around us.

Mochima fjord is the eastern boundary of the nature reserve of Mochima that reaches as far west as Puerto la Cruz. It is a labyrinth of mainland bays and islands, the islands barren and the mainland dry bush. We anchored for one day near the village of Mochima and then went around the peninsular on the western side of the fjord and anchored in the narrow bay El Oculto over bow and stern opposite the island Venados. Here the water above a coral reef is clear which is unusual on the Venezuelan coast and so snorkeling is excellent.

The day after we passed the islands Venados and Caracas on the way to the Golfo de Santa Fe. All over the reserve

Anna Sophia anchored in Mochimo Fjiord, Venezuela



we were frequently accompanied by dolphins. They specially liked to jump out in a zig-zag-course between our two bows. The further we came into the Golfo the greener turned the banks. We wanted to anchor in the innermost part that is called the "green hell" by sailors. It is really densly wooded but no tropical jungle. As we didn't find a good anchorage and as the sun was still high up we decided to head for the Arapos Islands. We passed Santa Fe, a village where shopping is possible but we were warned not to anchor overnight there. The Arapos are two narrow islands streching east to west. Between them lies a rock with the ruin of a house. Between the rock and both islands are two streches of sand on top of a coral reef. We anchored at the eastern strech over bow and stern and so had a good basis for snorkeling over the reef with good visibility.

We crossed the reef next morning, without problems due to our shallow draft, passed Isla de Monos and anchored in the sheltered bay in the southwest of Isla Chimana Segunda. There were some people in the bay as Puerto la Cruz is not far and the prices in the little fish restaurant were already expensive for Venezuelan circumstances. The island is a stoney cactus desert. In front of the restaurant a few half tame iguanas doze in the sun. Anchoring in the bay is restricted to one night but nobody would have bothered if we would have stayed longer.

The time was running out for Barbara and Hannes and so we headed for Puerto la Cruz next morning. We avoided the marina complex of El Morro as we didn't want to enter a marina without being able to use reverse gear. So we rounded Cabo el Morro further westward and anchored in the bay of Lecheria near a small marina for powerboats where we put the two ashore next morning.

Now we had to go back against the direction of the tradewind and that meant that we had to start before sunrise to use the time of low windspeed until noon approx. We anchored one more night in Lecheria and then left on April 4th at 5 40 am. As we had next to no wind we reached the entrance of Mochima fjord at 10 am already. Halfway to the village we caught our second and last fish of the season, a small tuna, by trolling. At Mochima we anchored for two days and then headed for Medregal Village near the eastern end of the Golfo de Cariaco. There we wanted to meet Geoff and Pat of the English yacht "Ardito" whom we had come to know in 2003 in Tobago.

We started early and reached Cumana with next to no wind. But in the Golfo it piped up and the waves became nasty. So we entered Laguna Grande and anchored there for one night. Next morning we managed the last leg to Medregal.

Geoff and Pat took us ashore to introduce us to Medregal Village, a cosy bungalow hotel. Jean Marc, the owner, is a French Belgian born in the Congo, aged around 50. He lives here with his young Venezuelan wife Yoleda and the two year old daughter Shasha. As tourism is in a big crisis in Venezuela he likes sailors to anchor in front of his hotel. They meet regularly under a sunshelter next to the swimmingpool. The beer costs a little more than elsewhere but the use of the pool and the showers is free. Jean Marc is a good cook and introduced himself with "coque au vin", chicken in red wine. Every Saturday evening he prepares a special dinner. One of these dinners became very expensive for us as "Anna Sophia" received uninvited guests during that time. Among the items stolen from the cockpit the liferaft was the most expensive. Everybody in Medregal was shocked as the last theft had happened here three years ago and everybody had felt safe already. One night the whole area had an electricity blackout. The next day they found that someone had cut out 40 m of copper cable from the supplyline. An old Venezuelan whom we had met in a Porlamar restaurant had told us: "If you want to live in this country you must have a strong sense of humor."

On many yachts alcohol becomes a heavy problem as life on board can sometimes be quite boring. Here in Medregal we met two examples. Brad and Karen from Florida were a pleasant exception although on their calling card they stated: "Our drinking crew has a sailing problem." Jean Marc owns a Landcruiser capable of taking up to 11 people. As fuel costs next to nothing and as he does not possess a numberplate transport is cheap. Each Saturday he takes the sailors to the village of Cariaco for shopping. Twice we accompanied him to the little harbour town Carupano and once to Cumana. The highlight was always a lunch in a top restaurant as he is a real gourmet. Together with Brad and Karen we booked a tour to the Caripe caves in the state of Monagas that turned out to be very interesting not only because of the cave in which the famous Guacharo birds live.

After 3 weeks in Medregal we moved to the eastern end of the Golfo on April 28th and anchored near the mouth of the Rio Cariaco in front of a dense mangrove wood. Late in the afternoon we went upstream approx. a mile in our dinghi and then drifted back to the river mouth. Here we were in a real tropical jungle and it was fascinating. We met lots of herons, kingfishers and a few scarlet ibises. These birds are actually white but when they get enough carotine from their diet of crayfish they turn scarlet red. When we came back to the river mouth the sun was setting and now we saw swarms of hundreds of red ibises overhead. They were an impressive contrast to the intensive green of the mangroves. Nobody who sails in the Golfo de Cariaco should miss this experience.

After a day in the bay of Puerto Nuevo we started our return to Margarita early on April 30th. Now we could use our sails again after more than a month. On the way westward in the Golfo we were accompanied by a large number of dolphins for more than 2 hours. When we left the Golfo and headed north parallel to the western end of the Araya peninsular we had to put two reefs into the main and reduce the jib to 1/3 as the apparent wind went up to 36 kn. The boat speed went up to 7-8 kn.

We headed for Isla Cubagua. After we had rounded the beacon off Punta de Araya we had to take the sails down and battle to windward under engine power. For 5 hours we were restricted to 2 kn and reached the SW-tip of the island shortly before sunset. On the way to the anchorage in Ensenada de Charagato the sun went down but it was no problem to find an conveniant place in the big sandy bay. This evening we could receive the BBC world service on shortwave clearly and as it was 1st of May already in Europe we got the first reports of the celebrations of the enlagement of the EU from 15 to 25 members.

We used the next day for a rest and then started for the last leg shortly after midnight. We expected a long battle against the tradewind but managed to reach the bay of Porlamar at 6 am. The bay had changed completely. Huge numbers of cormorants, pelicans and frigate birds had arrived as the sardine run had reached Margarita. That night 30 tons of tuna had ended up in the sardine nets and one of them found its way into our frying pan.

After we had stocked up our provisions we sailed back westwards along the southcoast of Margarita as far as Punta de Mangle and from there to Chacachacare where "Anna Sophia" was hauld out in Marina del Caribe which is actually a boatyard run by a frenchman, Phlippe Philippart, a former helicopter pilot. Storage of multihulls is rather expensive here but as we could convince Philippe that our small Tiki had to be charged like a monohull we decided to leave the boat here. Alternatives would have been the marinas in Puerto la Cruz or Navimca in Cumana. Many sailors had warned us not to choose Navimca.

Chacachacare is situated in the driest area of Margarita in the middle of nowhere. The latter reduces the risk of theft. During night a watchman with gun and dogs is on duty. Of course most things have to be bought in Porlamar but there is a little shop here selling basics and cold beer. A retired ship's cook prepares meals on request and delivers them to the yachts.

When I serviced the engine it turned out that there was only seawater in the gearbox instead of oil. When the suspension of the engine broke the gearbox had been cracked and it seems a miracle to me that the engine still worked for another 200nm and 2.5 months. So a new engine must be bought and I still don't know how to get it down to Venezuela.

We left Margarita by air for Port of Spain on May 24th, spent four days in Trinidad where we hired a car and toured the island and were back home in Austria on May 29th.

ED—Guenter and Gundi have returned to Anna Sophia and will be cruising through the Windward Isles towards Martinique for a rendezvous with fellow PCA members Betrand and Marie-Helene Fercot and their recently launched Tiki 30 PHA. We look forward to seeing LOTS of photos in the next issue.

Bertrand knows of at least two other Wharrams around Martinique and hopefully Guenter and Gundi can invite some other Wharrams en route.

News from Sea People

Ed—As Ken and I were putting this issue together, I received our first real-time meet report in an e-mail from Ann & Nev while the meet was winding down on Sunday afternoon (Florida time). This event and the support NZ members are providing for John Jameson (see NZ report below) shows that the PCA can be a real time organization providing aid and info as needed.

USA

Gene will be writing you soon about the meet, but this is just an additional view.

The meet is going well with true Florida sunshine luring PCA members all the way across America from Vancouver, British Columbia in Canada and from Denver Colorado high up in the Rocky Mountains. We will have had thirty attenders by the end of the week end and four boats including three Wharrams (one of which arrived under sail). There were two children. Two new PCA couples will be joining. Several old members came and we hope they will rejoin.
This spot and date are good enough to repeat and for sure, Gene Perry is a most cordial and organized host and deserves any amount of praise.

AWARDS:
longest distance traveled: Robbie Huston and Mary Wilson 361 Alberta St., New Westminster, B.C. rhuston@shaw.ca, (604) 777 0646

Greatest vertical distance traveled:
David & Sarah Dahlstrom dvddahl@aol.com
7785 lowell blvd
westminster colorado 80030 303 810 9631

Arrived at the meet under sail: Tom Miliano in his Melanesia

Hosted meet and did so perfectly: Gene Perry

The prizes this year were Anita's hand made book marks and they were admired greatly.

We had supper in a restaurant on Saturday night and all went ashore in Gene's Tiki 26 INSEPERABLE. 15 souls on that boat made her low in the water, but she went safe and steady and only 7 returned to sleep aboard because the others were camping or drove home.
While we were in the restaurant, an original painting by Jack of catamarans in Polynesia was presented to the couple thought most likely to begin building a boat in the next 12 months and it went to Robbie and Mary who will hang it up in the Rocky Mountains to encourage them.

The potluck catering was excellent as usual, and the conversation was interesting and helpful because questions were answered and ideas kicked around. We think both our long distance attenders will soon buy plans - probably Tiki 26s. And generally it has been an excellent meet.

Our first meet in Florida had only one boat and 11 attenders. but this meet has three boats and 30 attenders. Each meet along the East Coast has more folks and that gives us a little thrill.

We must meet here again next year on the first week end in December.

All the best, Ann and Nev

SCOTLAND / PCA / NEW ZEALAND

I received an e-mail from Judy Jameson Saturday evening informing me that John had arrived safely in the Opua, Bay of Islands New Zealand from Tonga.
Incidently, she asked if I or other members could help source some spares for John. Leaping onto the internet did some scurrying/googling around—then had a thought. Could NZ members help John with sourcing closer to him, rather that do it here in UK/Europe and inevitable shipping delay.

So, with PCA member handbook and online atlas I found Opua first and then looked at the NZ members in the handbook. I found 3 members less than 100km from Opua and sent out e-mails to them seeing if they could offer John any assistance. I also contacted Don Brazier down in Auckland to see if he could offer long term logistical with his extensive knowledge and experience of Wharrams and Sea People in New Zealand.

One e-mailed bounced, one sent auto reply saying "out of office" but Don replied almost instantaneously. Offering the distance support that I hoped he would. On Sunday morning Chris Bone replied stating that he'd sent someone up to locate and offer assistance to John from his base in Whangerai. Advising also on the cheapest marina around (Tutukaka) and second cheapest (in Whangerai) with berths plenty big enough for larger Wharrams.

Chris has extended his offer of assistance/advice to any other PCA members cruising in the general area.

John has had some difficulty in getting crew for some legs of his trip and hopefully Chris and/or Don can help him out in this area also.

This sort of community can apply to just about anyone, anywhere on the globe if you check your handbook. If you don't see anyone where you're headed, check with an area rep/committee member (they may know someone else) .

Dave Peak
Vice Commodore

In Praise of Smaller Wharrams

The Pros and Cons of Smaller and Lighter Boats

Pro: Better sailing
Changing to a smaller lighter boat almost always results in better sailing. The truth is: Light air is more common than heavy air and most sailors tend to avoid heavy-air days.

Pro: Lower loads, less muscle required
Smaller and lighter boats don't generate the same loads as heavier boats, meaning that they don't require the same strength and you don't have to muscle things as much.

Pro: Crew not required
Small boats don't require crew. Rounding up people to go sailing is a never-ending problem. Also, smaller lighter boats make single handling more of an option. There are few things as rewarding as spending an afternoon sailing by yourself. Where crew is required, less are needed and their needs place less demand on owner/ skipper.

Pro: Advantages of high-tech
Smaller and lighter boats benefit more from recent technological advances, ranging in improvements in sail shape and cloth to composite-construction techniques. £50-100 worth of carbon fibre makes more dramatic changes on a 16-21' boat, than on a bigger boat.

Pro: Building
Smaller and lighter boats will be finished quicker, thus you'll be sailing sooner.

Pro: Cost
No brainer here. Less investment in initial craft plus less cost for all her equipment too!

Pro: Time
Less time on scrubbing, antifouling and all other aspects of maintenance

Pro: Less complexity
Smaller boats have less complex systems aboard, less things to go wrong.

Con: High-motion boat
A lighter boat tends to be more active in the water and the motion is not as friendly. A disadvantage of downsizing is that the rapid motion of light boat is tougher on the stomach.

Con: Low payload capability
Lighter boats can't carry payload as their heavy cousins can. Even if you cruise only occasionally, you will still need to load up the boat with provisions and gear, which can effectively spoil the boat's performance.

Con: Narrow structural tolerance
Smaller and lighter boats need to be well engineered and constructed to maintain the same structural quality of heavy boats.

Con: World cruising demands for comfort and seaworthiness
If you do actually sail around the world, chances are you would probably enjoy it more on a heavier boat. Speed is relatively unimportant on a world cruise, whereas comfort and seaworthiness are prime design factors to consider.

Con: Faster passages
Slower average speeds will be maintained on smaller vessels in the higher wind ranges.

It's at about this point the Cons run out of steam.

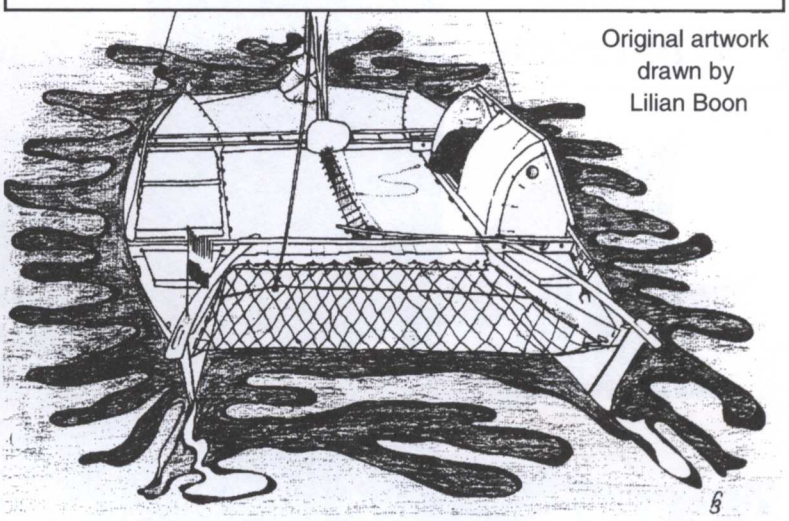
So **IF** enough of the pros apply and you can live with some of the cons, a smaller lighter vessel might be the order of the day.

But in the end it comes down to our need. Do I need a 40' world cruiser when I just want to sail local waters? Can I afford it at present?

So our choice of boat depends on so many different things. There's always the danger that with our dreams of sailing the oceans of the world we overlook the pleasure to be derived from getting a day sail in the bay. With this is mind you'll find the next 12 pages dedicated to the smaller but non less worthy Wharram boats—the classic Maui, Hitias, Melanesia and Tiki 21/Hinemoa (at which stage we're getting into the mini-cruiser realms).

Overcoming Adversity

Lilian Woods (nee Boon) Hina TURANGA



Original artwork drawn by Lilian Boon

Depth still one metre, thought I'd tack soon. We were sailing nicely in a sunny Force 3-4, the new cutter rig I had made this winter working beautifully – not much to worry about. CRUNCH!, touched bottom. Sounded like solid mussels. Tack!.. were we moving again? Yes…CRRRUNCH again. Strange it didn't seem that shallow really.. but then my heart stopped . I vaguely saw the top of a row of stakes (pilings) about a foot under water.

This looked bad – we were to windward of them and half stuck, being pushed into them. Of course, I had let the sheet go and then quickly dropped the sails. I could sense that the starboard hull was more submerged . Indeed, looking inside there was water in the bilge, rising quite fast.

Less than a minute had passed since the crunching and I had acted automatically – now it was time to think for a moment: the tide would keep rising for another half hour; I couldn't go anywhere until I did something about the leaks and I had to avoid getting more holes.

I ripped off my safety harness and jerseys, picked up the anchor and jumped overboard to wade out as far as the warp reached. It was a strange feeling wearing wetsuit trousers…my legs tried to float. I reached the end of the line, put the anchor down and pushed it into the mud a bit with my boots, then followed the line back to Turanga. Poor Turanga, she looked hurt, limping on one hull. I climbed back on deck, panting a bit and tried pulling the anchor warp. I could feel that the anchor was holding and Turanga started moving away from the pilings. At a safe distance, I cleated the warp and turned round to investigate. The water was over the floorboards and it was a real mess: sleeping bags and clothes were all soaked; soggy crackers, teabags, matches and floating containers were everywhere. At the first hint of trouble I had pulled the box with the cassette player in it out of the water so I put everything else out on the trampoline to drip dry.

I was sure there was no hole in the forward compartment, but I was not certain about the back one. I took the hatch off and picked up the radio – water ran out of it and also out of a few books and my passport. The holes were visible now that everything was outside. Well it certainly looked like the end of this voyage – we had sailed only 50 miles and intended to sail over to England. However the problem at the moment was sailing those 50 miles back again.

I fished out the methane stove, found dry matches in the other hull and made something hot to cheer myself up. It would be some hours before Turanga dried out and I could start patching her up. Meantime I tried to sort things out. Thinking about it, I was a bit upset.

A couple of hours later, I walked around the boat to assess the damage – there were five fist sized holes and cracks. I prepared my spare pieces of plywood plus one of the floorboards, drilling holes all round the edges so I could stick them to the hull sides with self-tappers and "sealastic". Fortunately there was only one hole on the trampoline side; even so it was uncomfortable on my knees in the mud – I had to dig near the keel before I could use the screwdriver as I worked kneeling in a puddle of water.

I got nice blisters. At least the job was done as well as was possible, so I washed off the mud and got back into my wetsuit trousers. Most of the water inside the hull had run out again: I used the pump to remove what was left.

Waiting for the tide again. I had some 'hot sludge' and then wrapped myself in a space blanket (I find I carry a lot of equipment which was extremely useful then). I shivered a lot, but I must have woken up about 02:00 to the sound of water trickling in – not really fast though, I could manage to keep this down by pumping.

It was a quiet night, with a light southwest wind. Under yankee only we slipped away, back east. I was glad to know this area fairly well, because I was quite busy pumping and keeping an eye on the water level. After four hours, my arms were very sore.

Then we ran aground again.

It was about two miles to the bird watchers' and the beacon next to it. I took a bearing and put the compass in my pocket then set out across the sandbank. There was a strong wind from behind; it whispered in the sand and in my oilskins. It felt like I was walking on the moon, just space around me , only the beacon in the distance gave me some security. Half an hour later I walked around the barracks and climbed up the beacon. I found the warden and he was very helpful – I made a shaky call on the radio and stayed by his stove until 12 o' clock, then it was time to go back to Turanga. It was raining and I could not see the boat, but followed my footprints until she finally loomed out of the dark.

When the tide came in I started pumping again and after the first bumps on the sand, I pulled her free and set the yankee. The last ten miles would have been a good sail if I hadn't had to pump all the time.

I was worried that the family was very anxious about my whereabouts because I was scheduled to arrive at Terschelling the night before. Around 8 o' clock I decided to walk to the birdwatchers' barracks on Engelsmanplaat; someone was sure to be there at this time of year and there would probably be a VHF. I rested a bit more but it was very cold and I could not sleep. I tried to warm myself and dry my socks over the methane stove.

At Lauwersoog I anchored and left Turanga in a shallow corner for the night. Nico (my father) took me home and the next day we hauled her out.

Turanga did not sail again that year, but I did. A week after the accident I boarded Tortuga, my sister and her husband's Narai and we sailed around England, Scotland and Wales, taking about two weeks.

This article originally appeared in Multihulls Magazine March/April 1982 and appears by permission of Multihulls Magazine Inc.

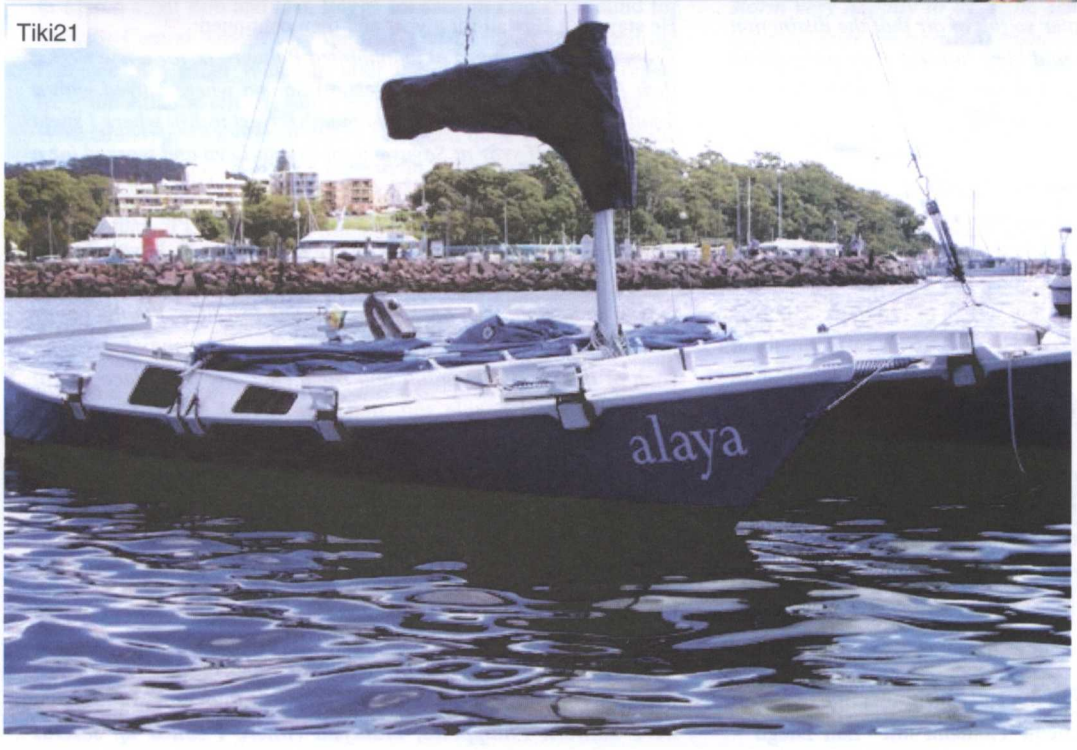
Gallery of Smaller Wharrams

HITIA 17 © James Wharram Designs

HITIA 14 © James Wharram Designs

HITIA 17 © James Wharram Designs

Tiki21



Voyages in small Wharram Catamarans

Gerald Winkler

The Wharram story began with a relatively small seagoing catamaran 50 years ago. **TANGAROA** was a little boat, just 23 feet LOA. She proved to be a seaworthy design at her crossing of the Bay of Biscay after leaving England in 1955. Nevertheless there was a lot of room for improvement. After the Atlantic crossing James Wharram clearly recognised and analysed her strong and weak points. He started to design a portfolio of catamarans based on the lessons learnt and did stick to it without any compromises until now. Contrary to other designers he did not neglect the wish for smaller seagoing cruisers.

Now, after 50 years many voyages were made in small (less than 30 feet) Wharram catamarans, some were spectacular, some far away from the public, some made remarkable offshore trips and others did remarkable undertakings by means of trailer sailing. It would be impossible to compile a complete report of all these 'epic' voyages. This article should give you examples and a flavour of what can be achieved. E.g. did you know that the Atlantic ocean has been crossed already seven times by Tikis ?

PIONEERING PHASE

Tom and Carol Jones could be considered pioneers in small Wharram deep water cruising. Summer 1975 was considered as disastrous between the American East coast and the Bermudas. They did a lot of cruising in this area onboard their **23' Hinemaoa TWO RABBITS**; they were offshore when the wind increased – Hurricane Blanche was closing in:

' We changed to smaller sails and kept her moving, we were finally reduced to storm jib alone, while force 7 streaks were on the water. The taller the forestay, the shorter time a storm jib can be used without shaking the boat apart – on Rabbit with her 16-foot fore stay, the storm jib saw us through a force 11. We were below, and Rabbit was self steering herself, with her helm lashed and her storm jib flat amidships. There was not much to see, because the air was full of water and the water so full of air that the distinction were hard to make. When the wind blew hardest – we were about 30 miles from the eye. Both boat and crew survived without losing anything, breaking anything, or hurting the crew.'

In the late 70's another 'Wharram Discipline' started: Trailer Sailing. Because of the nature of having two canoes put together, Wharram designs are easy to be taken onto a trailer. If you keep things simple and make a few adaptions, it's a perfect boat to take with you even if you have only a few weeks of holidays. The first reports stem from Trevor Clarkson. He was living in Germany at that time and he trailed his 23-foot HINEMOA preferably to Greece in the summer. Once when crossing the Aegean Sea bound for Turkey they did stopover at the island of Psara.

'All the little harbour offered was a restaurant and barrack. Later that night, a Greek with a rather sinister expression approached the boat. He surveyed everything very thoroughly and deliberately, then addressed us in broken English: "This boat is no good" and added while looking at the hulls "Man sleep here; woman sleep there – no good"

Another epic voyage was made in the early 80's, this one in newer design, a Tikiroa / Pahi 26. Glenn Tiemann left San Diego – California for a lifetime adventure in 1983, he sailed down singlehanded the coast to Mexico, later he sailed on to Hawaii and after visiting many different islands he reached Thailand in South East Asia. He was the first who had crossed the Pacific Ocean in a small Wharram. Later he lost his Pahi 26 PEREGRIN in the Philippines, but could rebuild her (Detailed story in box)

GLEN TIEMANN STORY

Glenn wrote about his ups and downs en route to Mexico:

'...the wave crests were exploding out of my path by PEREGRINE's bow. Just as I rounded the headland I saw darker water only 100 ft away. I knew it was a fatal sign but with only a second to react I was paralysed. I looked aloft and was terrified to see the mast flexing and pumping down the deck into various 'S'-shapes. It lasted only a second before the masthead pointed towards the horizon let go with a crack like a gunshot and the top three feet of the mast was on deck. It was actually a relief to have same sail off and my speed reduced....'

Glenn had made his mast from a 20$ old solid wood spar and he could repair it. He was rewarded a bit later:

'averaging 100 miles per day, I sailed on to Bahia Tortugas. Entering the wonderfully sheltered bay right at dusk, so filled me with relief and joy at the unspoilt beauty that was surrounded by dolphins, birds and whales, I laughed and yelled with happiness...'

On his way to Hawaii he had a Canadian crewman onboard:

'...the boat was sailing in a very light breeze. The jib sheet flicked a cooking pot off the deck into the sea and Bernard dove in to swim for it, not realizing how slow people swim. He could not get back to the boat even after I turned beam on luffing so, I lowered the sails and rerigged for tacking. By that time I could only see Bernard's head on a wave crest very infrequently but was able to tack back to him and he was safe....'

He stayed in Hawaii for a year and then continued:

From Hawaii I stopped at uninhabited Palmyra Is. for a few weeks, then American Samoa, then Western Samoa where I lived with a family in a village for about two months. Next to Fiji where I spent most of my half year at Savusavu on Vanua Levu and worked for a yacht charter outfit to make a few dollars while improving the boat. I sailed back east from Fiji out through the Lau Islands against the trade winds during hurricane season to Vavau Tonga. Then back to w. Samoa, then to Niuatobutabu Tonga, which is closest to Samoa, then back to Samoa one last time. Finally on my way out of the south pacific I sailed to Tuvalu, spending a month each at the capital Funafuti and Nukufetau, the first place I went where the local people sail, and that in real proas. Continuing northwest across the equator, next was four months in Kiribati. The usual anchorage at Tarawa is rough but Peregrine's small size allowed her to fit into a small ferry harbour. I spent about two months living with a family at the outer island of Abemama. That was a high point in spite of hatching Hepatitis. After checking back out through Tarawa I spent a year sailing through vast Federated States of Micronesia stopping at about ten islands, including the most traditional in the pacific. That's the end of the pacific since from Micronesia I sailed into Asia. The last four years of cruising were between Philippines, Malaysia (where I sailed up several

rivers) Singapore and Thailand following the monsoon winds so as to run west across the Sulu and south China seas and straits of Malacca with the wind then in summer run back the other way.

In 1990 Glenn lost his boat in the harbour of Cebu in the Philippines (Typhoon Mike) but wrote:
' now many scarfs and many butt blocks later , Peregrine is coming together.....'

In the late 1980's Coastal Trekking and Trailer sailing of smaller Wharram catamarans became quite popular around the world, a few examples: Pahi 26 AMAZON built in western Canada was trailed by Bill Gardam to Florida for extended cruising in the Bahamas (including a lot of equipment on deck); in the same year Ed Bears (nomen est omen) sailed his Tane Nui FIREWOOD some 700 nm from Vancouver (SW Canada) to St Rupert at the Alaskan border; on the other side of America Gene Perry sailed his Tiki 21 PAHLIULI down the coast to the Florida Keys. Gerhard Bobretzky sailed in Europe from the Adriatic Sea to Turkey and Mike and Jenny Wynn trailed GRATITUDE (Tiki 21) from England to Yugoslavia and sailed down the Adriatic Sea from Krk to Hvar.

This was topped by the Hitia 17 journey by Pierre and Marie La Plante in NE Canada. They sailed SKUA down the St. Laurence river, visited beautiful inaccessible country: They sailed during the day and camped at night. SKUA was junk rigged and Pierre was satisfied with the rig but had his problems with the hatches and the trampoline. The boat did quite well:
' we hugged the coast towards the east with the prevailing westerlies and habitually sailed 2-3 miles offshore, but occasionally had to sail some open stretches. Baie des Chaleures mouth was a memorable crossing, we had then a force 6 on the beam with steep breaking waves but with no jib set and the main well reefed we were very safe although quite wet and cold.' They logged 750 nm during their journey which ended at Cape Breton Island (between Nova Scotia and Newfoundland !!!!!)

FIRST TIKI TRANSATLANTIC

In March 1990 Bob and Dan Beggs set sails in England bound for Belize – Central America for the first Tiki 26 transatlantic and the first one in a small Wharram after the TANGAROA trip (apart from the Atlantic circuit, sailed by the Jones's onboard VIREO, a Wharram style 27 footer in 1979) ; its been quite early during the season and the Bay of Biscay gave them a hard time, wind gusting up to force 9 and they were reefed down but still making 8 knots, later between La Coruna and Madeira again they encountered very difficult conditions: *'..soon blew at gale force, and the waves increased in height to about 35 feet. We were soon surfing down them at speed in excess of 15 knots. The waves began to break along their tops, causing the cockpit to fill with squirreling white water on several occasions, but this quickly drained out through the outboard well* **(it being a GRP boat, all of them having the outboard well in the cockpit).** *As we approached the Madeira Archipelago the weather seemed to deteriorate further, so we ran before the wind, heading for a small island called Porto Santo. As we approached our haven the huge Atlantic rollers were running up against the shoaling sea bed, this forced the sea to heap up, and toss TIKI around at some very alarming angles. This exaggerating movement caused two of the rope lashings which bind the beams and hulls together to loosen.....*
They did some repair work and continued to Tenerifa (Canary Islands) from there they sailed across the Atlantic to Antigua; the crossing took them 21 days covering 2850 nm, they continued via Jamaica to Swan Island (hunting for a good map of Belize); disaster struck May 19th 1990 when they hit a reef a few miles before they could reach their final destination
'The first rays of sunlight had just kissed the horizon, when suddenly we struck a coral reef, the next wave lifted TIKI and slammed her onto the reef. The breaking waves and the surf continued to push TIKI further onto the corals, until we were firmly stuck. Both hulls were now holed and slowly filling with sea water..'.
Via Ham Radio their Mayday was received and they were rescued by the British Forces, but the boat was lost. Nevertheless the Tiki design could be considered as very well proven.

TIKI 21 AROUND THE WORLD

If we talk about epic voyages then there is one which can be considered as the ultimate – Rory McDougal's circumnavigation. Tiki 21 COOKING FAT was built real solid but only spartanly equipped – had no engine – her motor were the wind and the skippers energy and determination. He met the Wharrams en route – read his story in the box – what a man.

THE RORY McDOUGAL STORY

A year later another epic voyage started, on August 6th 1991. Rory McDougal set sail and headed south from Lands End – England. Steve Turner introduced me to Rory in 1990, when he was building his famous Tiki 21 COOKING FAT. She is an interesting boat, basically a GRP boat, but in addition traditional bulkheads were fitted in (not necessary on the GRP design) and she had a deck and cabin style like the Tiki 36. Originally Rory wanted to go around the world in a 18 foot beach cat e.g. a Tornado....however the Tiki was a good choice. COOKIE did well in bad weather, could sail very fast (e.g. heart breaking surf through the Strait of Gibraltar), could stand some payload (remember the deck chairs & windsurfer on her foredeck in the Tasman Sea @ F8?). As many others he encountered very bad weather after leaving the Canary islands:'... *Canaries harbours were bashed by F11 winds, accelerated between the steep mountainous islands. COOKIE rode out the storm very happily to a1 sq.m. sea anchor and 250 feet of nylon warp set over the sterns. She tended herself, allowing us to stay dry below and to rest. In fact the situation felt so settled and relaxed....'* It took him 29 days to cross the Atlantic (2800nm), *'Arriving in the Caribbean was thrilling. I was especially proud to enter on my own brave little craft. No engine and no electrics. Just a sextant, 10 –year-old reduction tables and a compass.'*
Following Rory's statement you can say that the size of the cat was only secondary – big achievement. He then sailed on to Panama. The passage through the canal is difficult for an engineless boat. First Rory tried to be picked up Piggy-back on a freighter, but this was not allowed by the Canal administration. Finally COOKIE was towed alongside a Swan 42. From here he sailed single handed. Rory was using a self steering system named 'Harry' which became a legend as well
'..For some wood, glue, bolts and string, I thought that Harry was a fantastic helmsman. He could cope with any strength or direction of wind blown at him...'
He took a rather unusual route across the South Pacific, because he did not want to spend the required cash at the Galapagos islands nor to pay a bond in Tahiti, which is required for visiting yachts. Rory was in a hurry to meet his girlfriend in New Zealand and consequently sailed quite long stretches having stops only at Easter

Island, Mangareva and Rarotonga onto New Zealand. The final approach became difficult and became an endurance test:

' A succession of low pressures bombarded us, sweeping up from the southern ocean, creating rapid weather changes and plenty on work on deck. The weather gods wanted the last word with three gales in succession, forcing me to lie-a-hull for 7 days. It was August, the depth of the southern winter, and I had no gloves or sea boots to defend my tropical limbs. When cooking fuel ran out I survived for nine days on rice and pasta, softened all day in cold water. It meant even more energy lost for battling on, both physically and mentally. However at one's lowest point there is only one way to go – up, and forwards.'

Other boats were heavily damaged in the same storms, Rory -

' Undoubtable I owe my life to the fact that COOKIE is a deep-displacement, low freeboard catamaran built for strength and not lightweight speed.'

He dropped anchor there for almost 4 years. After concluding that this was long enough he started again in May 1996. Across the Tasman Sea, up the Queensland coast of Australia, Darwin, Bali, Singapore, Malacca Strait, Sri Lanka, Aden, Red Sea, Suez Canal (first time use of an engine onboard Cookie), Mediterranean, Gibraltar,

'...Lisbon was quite an occasion as Cookie crossed her outward tracks of 6 years earlier. Well done Cookie! We have officially sailed around the world. Finally some favourable winds winged Cookie and crew in one hop up to the NE of Cape Finesterre and a perfect spot to head off across Biscay. I could almost smell the shores of England....

Rory arrived just in time to join in directly to the PCA meeting in Milbrook and finally arrived home in Dartmouth August 23rd 1997.

OCEAN RACING

Bob Beggs set out June 7th 1992 from England and crossed the North Atlantic in 28 days and 14 hours. He was competing in the Europe 1 STAR (Single Handed Trans Atlantic Race). He returned with crew via the Azores back to England in September. His boat was a GRP Tiki 26 named SHARING THE CHALLENGE, with only a few modifications. To sum it up: he and his small Wharram catamaran did extremely well. His crossing time was compatible in all classes. Before the start you could see all the big multihull racing machines and in between the Wharram crowd. Bob did only run into trouble twice : During the race the mast head shackles coming undone. He dropped the mast in the middle of the Atlantic and after repair got it back up. The trick did his huge spinnaker pole, acting as an arm, attached at the base of the mast to help with the lever angles to re-erect the mast. It's a bit of an irony that the shackles were on the check/repair list before the start. Somebody replaced the old ones without ticking the item off on the To Do list. Someone else again replaced them – but with the old outworn ones.....The other issue of trouble was water coming in. Bob noticed at the end of the first week that the port bow was deeper in the water. He bailed 20 gallons out of the foreward hold, but could not trace any visible cracking – finally plenty of Sikaflex did the job (a pre race problem caused the leak). Bob's participation in the race brought a lot of knowledge and improvements for the Tiki 26's, such as spray hoods, hatches, autopilots, reverse osmosis pumps, central long spinnaker pole and it proved that GPS is wonderful or that the rope lashings do work (& hold) well under heavy conditions.

Patric Dowman picked a few ideas up for his remarkable voyages from SW England to Ireland and to Brittany. This area provides no family weekend sailing – it's rough out there. He added to his Tiki 26 MEIRA an electric autopilot system and spray hoods similar to the ones SHARING THE CHALLENGE had. Because of the rough nature of the area, he started to experiment with deck pods. He was one of the first to add a solid deck pod, his pod designs were later much improved.

Trailer Sailing activities increased a lot in the early 90's, a good example is Austria. It's a land locked country from where dozens of trips were made to the different shores around Europe, but predominantly to the central Mediterranean. Interestingly enough in most cases Tikis were used; they can be assembled pretty fast. This is a key point, otherwise its getting complicated and tiresome and people loose interest after their first trip soon. Gerald Winkler reported:

' A key issue are the trampolines – you can lose hours if you haven't a simple way to fix them and....we had changed our beam lashing system from the original rope to a webbing strap and SS ratchet buckles system as described by the PCA. We left Vienna early in the morning and after a long day had our Tiki in the water and loaded to sail away in 2.5 hours from the trailer.... We set sail next morning heading for the southern Adriatic .....'

3500 NAUTICAL MILES NONSTOP

In August 1998 Nicolas Vivier set sail in Camaret (West France) in his Tiki 26 BICAP. He crossed the Bay of Biscay without any difficulties. He continued via Madeira and the Canaries, then crossed the Atlantic and arrived in French Guiana, the crossing took him 3 weeks. During spring he went up north in the Antilles. Because of time constraints he sailed back from Guadeloupe directly !! to France. Probably the longest non stop trip of a Tiki 26 so far, app 3500 nm, which took him 45 days. He comments:

'It was quite a long crossing, far more difficult than the first one, although I had no big trouble with my Tiki. Apart from light winds I had a few gales, especially 4 days with wind force 7-9. The cat behaved very well though I worried, unnecessarily, about the rudders. I didn't have one but I'm convinced that a Para-anchor would have been useful and that the Tiki 26 could endure heavier weather with it'.

That's an important statement and underlines his seamanship and the seaworthiness of the Tikis on the occasion of this North Atlantic circuit. Nicolas suggested after his two Atlantic crossings 3 points for improvement: 3HP outboard, tent to each hull, electric autopilot.

ATLANTIC AGAIN

Not too much Wharram sailing activities in the South Atlantic or not known to the Wharram/PCA community, such as the South Atlantic crossing of Brian Walker on his Pahi 26 – MAGIC CARPET. He has rigged her with the Tiki soft wing sail and has added a little deck pod. He left Port Owen in South Africa May 1st 2000 for St Helena (19 days) and from there to Brazil (17 days), he considered the trip: *'....across Atlantic was wet windy a bit of a rough one..... but...Magic Carpet sails like a dream and surfs down waves up to 16 knots averaging 6knts over 24 hr period, that was the best run'*.

The same year the Atlantic saw Tiki 26 MEIRA with new owners - ..... sailed her from Portugal to the Cape Verde islands, where they cruised extensively. On the way south they had to face very difficult conditions...

By 8am, goose winged with 2 reefs in main At 11am Will rigged the storm jib as a trisail, sheeted in fairly tight, with lines from the clew to the tillers. This made Meira steer herself an amazing course straight downwind - to within 5 degrees of her course all the time - spooky to see it working.
Wind got up steadily through the next day - and by 5pm being steered by Vicki under bare poles again. By 9pm it was frighteningly windy - probably a gale - there were parallel strips of cloud running at an angle to the wind. Under clear sky it added about one force to the wind. The seas were mountainous and all of them breaking. We were getting ready to stream the unreefed mainsheet in a bight when a larger than usual wave picked Meira up and flung her forward. She was hurtling fairly straight and Vicki was coping, until, quite late on, her Starboard bow dug into the water. Meira swung round to beam on to the seas in a flash. I thought she was going over, as the wave she had been surfing on came up to the port hull and broke over it, and us. Nothing of the sort, Meira recovered from her blow and lay quietly beam on to the seas.

This is an interesting report, about real troubles. It's not clear if they started to experiment too late with drag devices, or if they were at the wrong time at the wrong spot. Nevertheless it clearly shows that the catamaran did well.

Sources:
Seapeople Magazines - PCA, Multihulls Magazine,
World Wide Web, Bill Belcher, Two Girls, two Catamarans,
Multihull Voyaging – Thomas Firth Jones, Personal Files

Well It'd hardly be fair not to include the original Tangaroa in a section dedicated to smaller Wharrams so here's some reflections from Ruth.

Getting involved with Polynesian Catamarans

Ruth Wharram

Initially Ruth came to England and worked as an au pair. While on a walking holiday in the Lake District, she met James, heard and became intrigued by his "polynesian catamaran" project and has been at James' right hand ever since.

Born in central Germany and spending my holidays in the mountains, I never saw tidal waters before I was 21 years old. But after meeting James, I became very quickly interested in the sea and voyaging. The idea of sailing around the world was fascinating!

One of James' first purchases when dreaming about sailing was a compass (one of the aeroplane types, which was very easy to use), though he didn't know much about celestial navigation either. However, we had a friend who had been a navigator in the air force. He gave us weekly lessons on celestial navigation.

At the time we had no sextant. In fact we had to rely on an alarm clock, a small radio to give the time signals and used "Consol" which probably does not exist any more.

It was relatively easy to use. There were 3 stations in Europe: Bushmills in Ireland, Ploenis in France and Stavanger in Spain. They sent regular signals from their stations consisting of dots and dashes i.e. pip, pip, pip, peep, peep,peep etc. at a rate of 60 per minute. All you had to do was count the dots and dashes and used the faint ones in the middle part when the dots faded and were replaced by dashes, dividing the time into equal parts of dots and dashes to get up to 60.

Twice a day I had my ear glued to the radio to get the exact number of dots and dashes which I could then look up on a list to get the bearing from the stations. Where the 3 lines intersected (**"cocked hat" triangle**) this was our position. It seemed to work very well.

We measured the speed of the vessel by throwing pieces of wood over the bow and counted the seconds it took to reach the stern. Knowing the distance from stem to stern, we could calculate our speed.

We had planned to sail to La Coruna and got charts of this area. However, nearing the Spanish north coast, another storm was brewing and we did not want to sail around Finisterre under the prevailing wind conditions so instead had to find a port on the north coast of Spain in Galicia. Unfortunately, we had no charts for this part of the coast, only a light list and it was at night that we approached the coast.

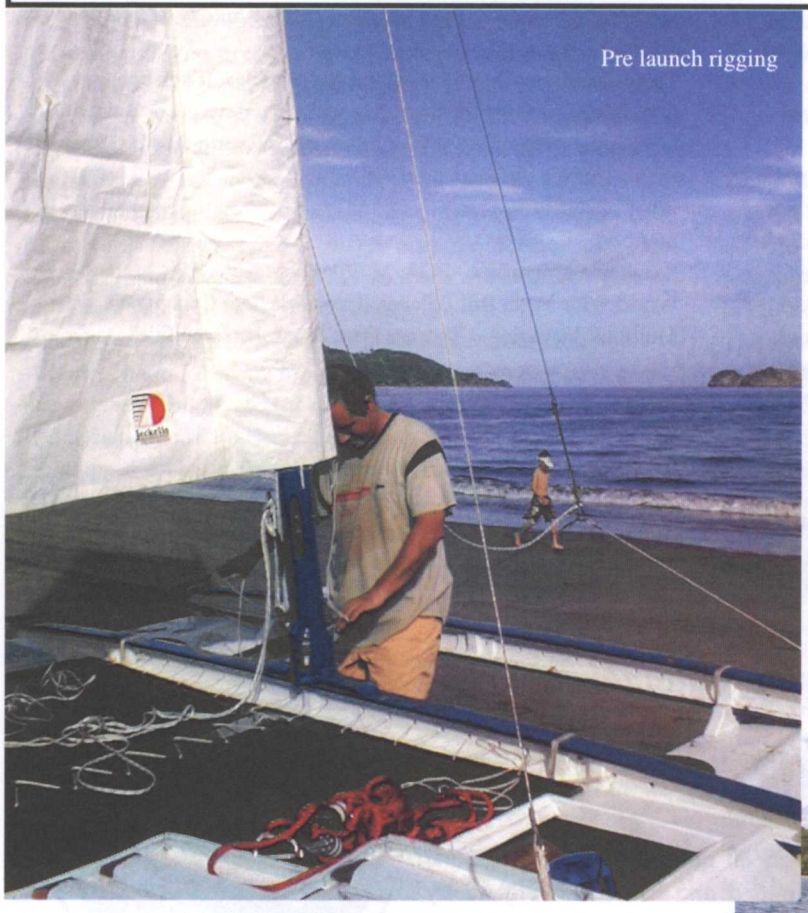
We decided on Ribadeo, found the light at the entrance of the port and slowly worked our way into the narrow entrance with waves breaking on both sides of it. It was quite frightening. Ports and entrances are for me more frightening than storms on the open sea. The next morning people in Ribadeo were amazed how we had found our way in and first thought that we must be spies.

So this is how I became the navigator and Jutta the cook.

Congratulations Ruth, I believe you passed the audition! ;-)

Costa Rican Hitia 17 Launched

Phil Bennie

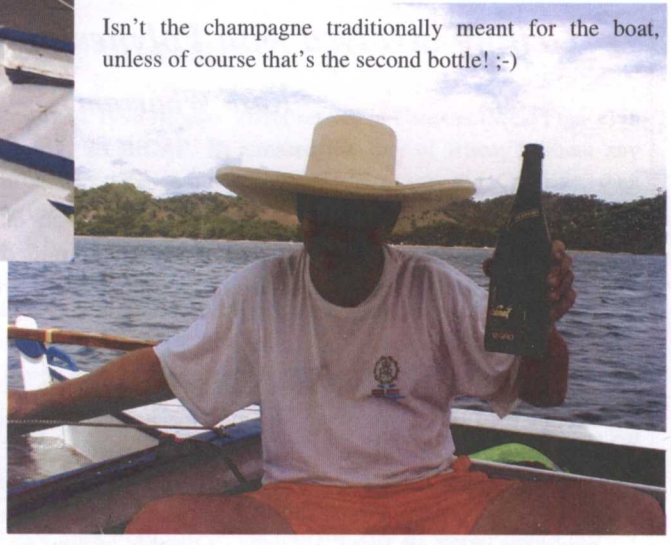


Pre launch rigging

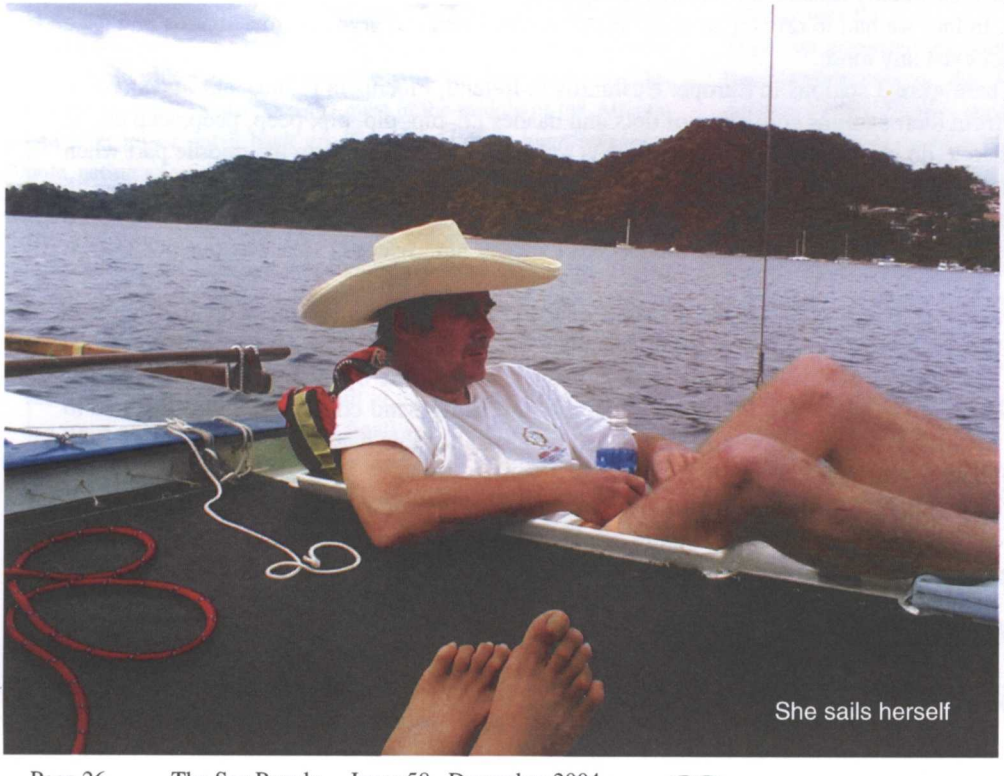
At long last my Hitia 17 "Inti Lluqsiy" gets on the water. Is this the first Wharram to be built in Costa Rica? A couple of years ago I saw another on Lake Nicaragua but I never met the owner. Construction started in 2002 and took much longer than expected. Partly because everything was new for me, never having built anything like this before and also because of the lengthy hunts that were needed to secure epoxy, suitable wood and other parts. Most were found in Costa Rica, some ordered from the USA by internet, and fittings purchased in UK in the Summer of 2003 when I visited Ken and sailed on his Tiki 21 in Poole. When the boat was finished it took another year to get it registered and legal.

A couple of lessons learnt in the building process to pass on: 1) Buy good quality and powerful power tools, I burnt out the home equipment I was using pretty fast and wasted a lot of time with inadequate power tools. 2) Start the boat registration process before you finish building. 3) If you take it slow everything can be worked out and techniques learnt as you go along.

The Trade Winds blow strongly here from December to May (also the dry season) but I couldn't get the boat flagged in time for the beginning of this year so the launch had to wait for my mid year holidays (I'm a teacher) in July. From San José, the capital city at 1100m altitude we pulled the boat on a locally made trailer to the Pacific Beach of Playa Hermosa (one of the few without surf) in the Northern region of Guanacaste for the launch.



Isn't the champagne traditionally meant for the boat, unless of course that's the second bottle! ;-)



She sails herself

At five in the morning I had the trailer on the beach and a fisherman helping me unload, then it was a race to beat the hot sun and the tide to assemble the boat. I reckon it took about three hours in all, largely on my own, before I could go for breakfast and a welcome cold beer in a beach restaurant…and wait for the tide to rise as I haven't yet worked out how to move the assembled boat across the beach. I did try bamboo rollers but they weren't too successful.

First sail under main only. Only a light breeze but the acceleration when the wind piped up a bit was a

revelation. Gibed every time (as expected, I never managed to tack with just the main unless I used reverse gear) and we sailed around the anchored boats in the bay. Back to the beach to pick up crew and the champagne (some for Inti Lluqsiy, but most for us) for the christening sail.

Over the next two weeks we sailed on short trips to nearby beaches and around the bay, getting to know the boat and finding out what needed changing. Tacking with the jib never brought a problem.

First Lessons learnt: Really need two reefing points on the main not just the one that came with the sails from Jeckells.
Hard to keep things dry: with the hatches open spray enters a lot! My sink plugs do not make a tight enough fit in the scuppers. The hatches in the floor of the cockpit let a little water through if they are covered with water.

Mast movement at the base and flexing of the mast are disconcerting, not sure if I had the stays tight enough. Very concerned that the windward stay wrapping would jump off its pad (yes it is held in with bungy cord as per plans) and the mast come tumbling down.

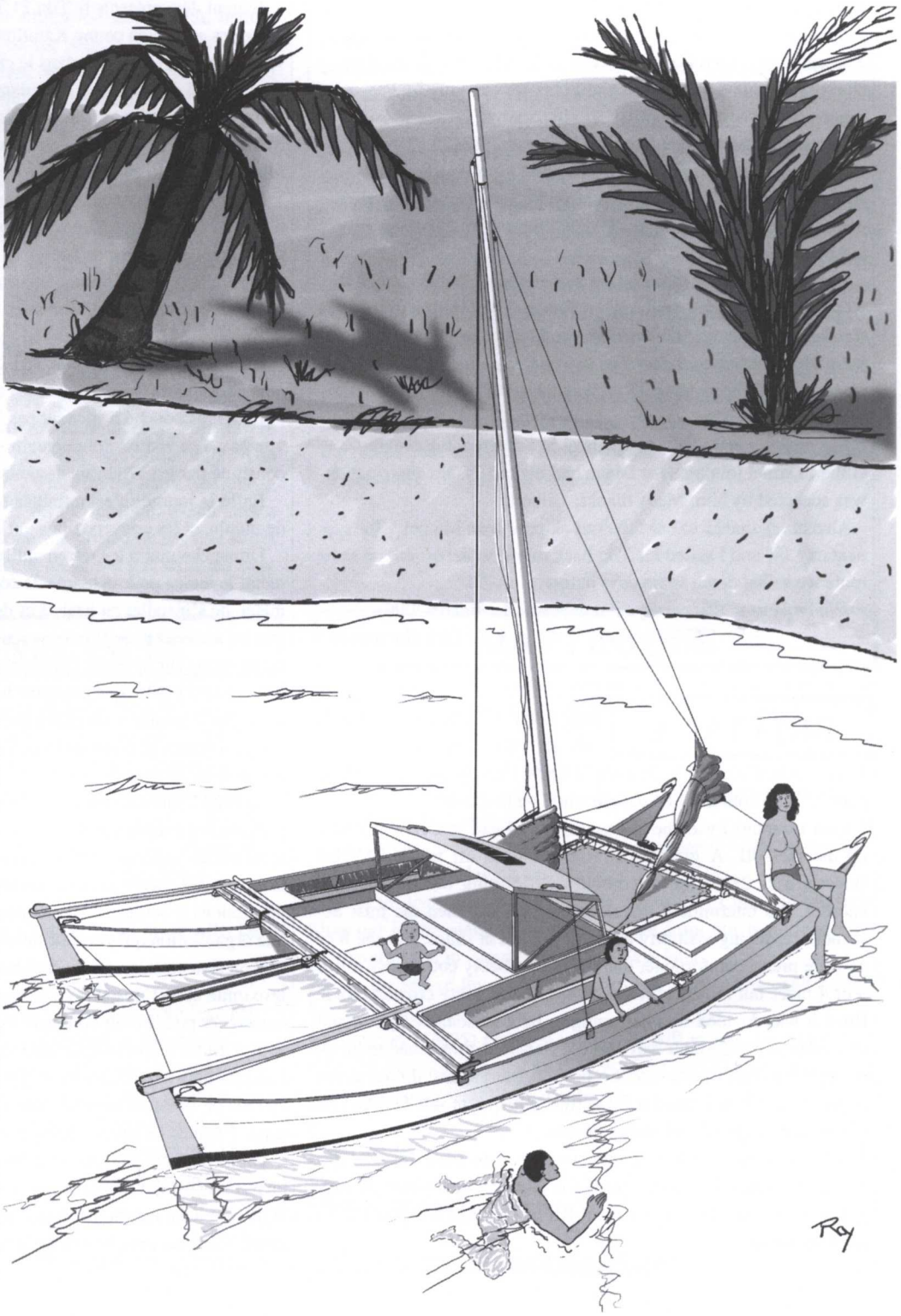
Raising and lowering the mast is easy when you know how. Essential are the little hole in the mast foot and piece of string to hold it in the right position. The mainsheet and associated blocks provide good purchase. If this is led aft one person can lift the mast and at the same time pull in the sheet. A crutch made of two three metre bamboos made the process more controlled as I could support the mast as it was being raised.

How do you easily move the boat to and from the water? We waited for the tide but if there are waves it can mean a bit of a bashing on the rudders. Into and out of the trailer is really a two person job although with various supports and a block and tackle I have managed it myself.

Sailing in a light breeze that could not even be felt was fantastic. The wing sail holds its shape superbly. (I built for a wing sail and not the sprit).

There's still a lot to work out, particularly the movement of the jib sheets when tacking as I got them pretty tangled up at times. Probably wont get back on the water until September but I've got plenty to go in touching up paint, beefing up the stay fittings, particularly the fore stay.

Well that's a few thoughts and observations from my launching. I was immensely pleased with the boat. Everything went as planned and as I had read from others. Now I have to use her as intended...and write of more exciting adventures.



News from Sea People

LA RANCE

May 2004 — The idea came during the Wharram Meeting at the Paris Boat Show 2003. In a past issue of The Sea People (#5, a short report by me of this fine Cat-Corner, La Rance, was published, it's also fine for monohulls. That created the idea.

The River Rance ends between St Malo and Dinard, Brittanny, where the open waters of the Channel begin. The first 15 miles of the river, entering from St Malo, are dammed to produce electricity by the tides (10-14 meters). This reservoir is called La Rance Maritime until the lock of Le Chatelier.

The times of the tides in this "lake" are different from the sea. You enter this marvellous area via a lock and many splendid anchorages could be found. The highlights are certainly La Passagere, St Suliac and Dinan.

Because of the weather only one Wharram, Tiki 28 "Tigaki" with skipper Jean Michel (JM) Bader and myself as her crew, arrived at the meeting point at St Malo/St Servan on Friday afternoon. There Vicky and Mike, Tiki 28 owners from London arriving by car, joined us.

Very early the next morning we passed the lock and spend a wonderful day sailing up the River Rance. The evening found us at the Port de Dinan, very picturesque and lots of restaurants and pubs. Next morning another fine day had us going back to St Malo. At St Suliac a Hitia 17 with skipper, Nadja, joined us for a break.

The meeting ended in a Creperie at St Servan in the evening. Gilbert Darnel joining us at Dinan had invited us. No contribution was accepted by him. Many thanks, Gilbert!

Also many thanks to our fabulous skipper Jean Michel ! The next day JM and I sailed his Tiki back to his homeport on the same route we sailed down some days before.

We hope to see more of you next year....La Rance 2005

Dirk Horstmann

BRITTANY

July 2004 — When I first pulled into the drive of Bertrand and Marie-Helene's home in Brittany, I knew I was going to like these people. Who couldn't like people who live in a dome?

I wasn't wrong! I was the last to arrive and had inadvertently held up the kick-off. A great lunch and we were off to Jean-Michel Bader's Tiki 28 for an afternoon sail. Sailing out of Morgat's harbour, the intermittent drizzle continued and then the mist descended, reducing visibility to about 1-2 km at times. But the 8 of us were pretty comfortable, the Tiki 28 probably could have taken 3 or 4 more but the cockpit would have been pretty crowded then. Brest it was decided was not going to be a reasonable option and so a relaxed comfortable sail was on! Sunshine threatened to break through but didn't persevere. So back to Morgat and dinner at the dome. Jean-Michel asked if I was free to help him sail TIGAKI on the Sunday, I agreed and Bertrand also.

Sunday and much better, sunny weather with F2-3 for our trip though the Chanal du Four, hitting it around slack water. A very good sail, a shared glass or two of Kir at journeys end made for a great weekend

Dave Peak

MESQUER

La rencontre Wharram prévue ce week-end du 15 août à Mesquer a connu un joli succès. Quatre Wharram de toutes tailles (plus un catamaran inspiré de Wharram) et une quarantaine de propriétaires, constructeurs, aspirants constructeurs (venus de toute la France)... étaient présents dans une ambiance très sympathique.

Dès samedi matin les premiers arrivés ont pu admirer le joli site de Mesquer à marée-basse, mais malheureusement sous un crachin persistant.

Etaient déjà présents le Tiki 21 Théo de François Juillien, basé à Mesquer, et le bien connu Kamiloa, le Tiki 38 des Naulet qui se voyait de loin, tout jaune dans le chenal. Les premiers arrivés ont donc décidé de composer avec dame nature et d'aller attendre des temps meilleurs devant un café. Nous accueillions notamment Marie-Hélène et Bertrand Fercot en cours de construction tout à la fois d'un Tiki 46 dans le finistère et d'un Tiki 30 en Martinique !

En milieu de journée le crachin nous a quitté et Kamiloa a servi d'aire de pique nique à un petit groupe de visiteurs, rejoint ensuite par le reste du groupe et Théo

Dans l'après-midi nous avons été rejoint par Temoe, un catamaran construit par son propriétaire avec une inspiration visiblement Wharram.

Ensuite c'est Leonardo, le Tiki 28 de Claude Borde qui est arrivé puis un Mélanésia apporté par les enfants des Naulet.

Le temps bouché n'incitant pas à la navigation, l'après-midi est vite passé en visites, commentaires et bavardages sur le "radeau" constitué par les Wharram assemblés.

Enfin la journée s'est terminée pour la plupart autour d'assiettes de moule, et les conversations ont été animées jusqu'assez tard...

Dimanche matin les retrouvaillles étaient fixées vers midi seulement, le temps pour la marée de commencer à monter, et pour la météo de s'installer au beau. Les départs ayant été plus nombreux que les arrivées nous étions un peu moins nombreux à partager un pique-nique sur la plage. Quelques personnes ont eu du mal à nous trouver (et j'espère que personne n'est parti bredouille !). L'après-midi tout le monde s'est embarqué sur les bateaux pour une sortie par petit temps au cours de laquelle Leonardo semble s'être illustré par sa vivacité dans les petits airs.

Au final 2 journées bien remplies au cours desquelles chacun a pu partager ses expériences et ses questions. C'était à ma connaissance le record de participation à un rassemblement Wharram en France mais on peut encore faire beaucoup mieux ! Il ressort des diverses discussions le souhait de rassembler les amateurs de Wharram dans une organisation qui pourrait faire partie ou être affiliée à la PCA (polynesian catamaran association) en tenant compte du besoin de proximité et de l'obstacle de la langue anglaise. Nous allons nous renseigner pour savoir comment sont organisés les autrichiens (très actifs). Enfin d'autres rencontres de ce type sont souhaitées par tous l'an prochain avec différentes hypothèses : un rassemblement unique en rade de Brest ou rassemblement séparés en Manche et Atlantique ? Toutes les propositions sont bienvenues.

On ne peut pas finir sans remercier tous les participants, et notamment François qui nous accueuilli à Mesquer et les propriétaires de Wharram. Une mention spéciale pour les Naulet venus avec le plus grand et le plus petit bateau de la rencontre !

Nicolas Vivier

News from Sea People

UK

Back in summer 2001 my father (Cyril) and I acquired an old, and in need of quite a bit of work, Tanenui, "Kia Kia" which I think has been in SeaPeople in the past. First job was to rebuild the forward beam troughs and bulkheads, also part of the forward end on top of each coachroof. We did the work in the open at Gweek Quay boatyard and were quite lucky with the weather. I wanted to get the boat finished enough to sail round to Devoran boatyard (on the mud right next door to JWD) within the next month, mainly because it was a lot cheaper than on the hard at Gweek. We burnt the paint off the hulls which were very sound, made of good quality marine ply. The hulls were painted with epoxy primer, a coat of gloss paint and then anti-fouling. I coated the new beam troughs and main crossbeam with epoxy to keep the rot at bay.

There was still a lot of work to do, especially rot on the coachroof sides around the windows. When the boat was built the perspex was put on the inside of the window cut outs and water had got into the endgrain of the ply and started to rot around the windows and there was some rot in the decks to fix. These jobs would have to wait until next year.

The main crossbeam was bolted back in place after putting liberal amounts of epoxy round the ply at the new bolt holes, then she was lifted in. I was really surprised at how light and buoyant she was. A friend of mine has a Firebird (Micro Multihull class 26ft) I have sometimes sailed on which is high tech and ultra light. The Tanenui seemed primitive and heavy while on the hard. Next day a mate of mine came down to help us get the mast up, which after a bit of swearing, we got in place. Soon she floated on the tide and it was time to see if the old Yammy 8 horse we got with the boat would start: no problem, first pull.

We motored out of the Helford on the ebb and I put the sails up while my dad steered. I cut the motor and was again very surprised at how well she sailed, the wind was very light on the beam and after a bit of tweaking we were going along at about five knots. We beat up Carrick Roads pointing much higher than I expected and motored with the flood up to Devoran to our new berth on the mud.

Not much more work was done for a year and a half as I went to work in Croatia for the whole of 2002. Over 2003 I managed to day sail with the family while carrying out repairs at low tides. During some good weather in August 2003 I cut out the rotten coachroof sides, windows included, leaving a ply framework to glue new ply to. Next I burnt the paint off the decks and cut out all the rot and fitted new ply patches. One good thing about ply boats is they are easily repaired with new ply and some epoxy. They were then coated in epoxy and painted.

This year was spent again day sailing with the family and doing repairs. I replaced the very aft beam with an alloy one and fitted a new forward net and centre walkway to the forward beam. I made and fitted some Tiki style main hatches. This winter will be spent building a new bridge deck. Hopefully if the rest of the refit goes to plan I want to do some cruising next year and even get to a PCA Meet. Enclosed are some colour photos from this summer. Hope they are of some use. The best one is of my son, Lukas, having his breakfast while at anchor in Carrick Roads. He love going out on the old polycat and I love having the big open bridge deck for him to safely play on, tethered of course.

Jeff Pollock

UK –CHANNEL ISLES

Scat won last weekend's race from St Helier to Granville on corrected time and crossed the line second to the only other Multihull in the race, Steddy Eddy, a Corneel 28. There were 15 boats in total and despite Scat being the smallest in the race managed to beat all the monohulls, cruisers and racers up to 40feet, to the line. The 30 mile race, almost dead downwind, took 3 hours 29 minutes (corrected on handicap to 3 hours 52) The wind was NW 4.

Ed. — When asked about linking Channel Isles meet with La Rance in 2005, Dave replied

I don't know Dirk, does he have a boat? I will chat with Jean Michel Bader (T28 Brittany) and Tim and Patrick in Normandy (T21), we met up in Jersey last summer... I have some nice pics of T28 & T26 at Icho Tower and T26, T21 and Corneel 28 at Les Ecrehous which might be good for the mag. The problem with arranging so far in advance is the weather is guaranteed to be bad! If people are easy to contact perhaps it is possible to be more flexible and arrange at short notice.

Ed—Dirk & Dave have exchanged e-mails and are focussing on consecutive weekends.

MARTINIQUE

Thank you for the beautifull PCA burgee we received today.It'll be hoist in a few months on our Tiki30 "PHA".

I join a few photos of "PHA" who is always in our garden. Now I'am working on the building of the 14 light wishbones which handle the two twin sails.

In a few days we'll hoist the sails in the garden in order to cut the ropes at the good length and to check if all is OK.

I plan to dismantle and to transfer she to Port Cohe (an old little harbour in the mangrove swam at 2 km from our home) the 10th December and to launch her e a few days later.

So at the end of this year I'll send to you some photos and a commentary of our first sails.

In January (2005) Guenter and Gundi will visit us on board their Tiki30 Anna-Sophia and as I know of a Pahi42 and a Pahi26 here why not to have a little PCA meeting.

Best Wishes.

Bertrand and Marie-Hélène

Ed — Why not? The more meets the better!

News from Sea People

NETHERLANDS

I have 28 hp Renault marine diesel what turned out to be a very old model and parts nor information are available and wonder if someone can help me with information. It is model RC 28 D and wonder for one thing what the tappet clearance is supposed to be, to be on the safe side shall make it 10-20. The head gasket is blown and could have a new one made, but in places far from here which would have meant extra travel, most likely to take the old gasket down and pickup the new one.

I purchased a piece of copperplate yesterday and after putting the old head gasket on top, scratched the images of it on to the plate. After this I drilled holes in all the openings that needed to come out, so I could get my jigsaw with a metal cutting blade in there to cut them out as close as possible to the markings I made. This was not as easy as I believed it would be, but if you are very careful it can be done. (And you get better as you get along!) Then the Dremmel became very handy, first I tried a stone bit in it but found it to soft most of the time, but a bit with emery paper done a better job. Once the gasket fits I plan to make it red-hot and than cool it off in water so as to soften the copper. I shall than put some grease on both sides of the gasket, and after tightening the head down hope it works!!! Well I was unable to heat the whole gasket at once seeing I don't have a big flame, and was also told it had to be cooled slowly. I took this advice but it turned out to be bad advice as the first time I tried to start the motor after assembling soon realised that the gasket didn't seal! So took the head off once more and got the gasket heated with a big blow torch till it was red hot all around and than cooled her down in a bucket of water. This made it a lot softer than the first time, and if this still doesn't work shall have to get one made! The motor did run after all this, but still the head gasket leaks and blows out thru the side of both cylinders so shall have to try again! Believe part of the problem is that I don't know the proper pressure that needs to be used to tighten the head down so I don't break any studs on account of overpressure. I believe I'm on the right track, I slowly been bringing up the pressure on the studs, so if I take the head gasket off once more, soften it, reassemble the motor again and bring the pressure up on the studs to just above what I have done before. I now have been told not to use grease on the gasket and plan not to do so. I believe that there is a good change that it shall work and time shall tell.

P/S Have a new phone number, 31-(0)6 23497701, old phone has gone missing.

Regards, Gerard

CANADA

Hi Guys,

We have stripped our first hull with foam and it's ready for glassing.

It's a Woods 32ft.Eclipse Cat

Jim & Birgit (Mathieson)

Ed — Congrats guys, all pix welcomed, nay encouraged!

USA

Hi Dave, thanks for the concern. We are OK after both Frances and Jeanne but we did have some damage to both home and boat. We were very fortunate and all repairs are possible for me to do but will probably get some help as my wife will be impatient. The parks where I have reservations for Dec. meet lost a lot of trees but repairs to shelters and restrooms etc. are under way and will be completed in time for the meet. I have a lot of calls to make to be sure all members in the area have personal invitations. The Tiki 26 is one tough boat.

ATB, Gene (Perry)

USA

It is a great day over at Clayton Urey and Sarah Peterson's house. This is the day they begin building their Tiki 30 which will be named Morticia after the lady in the comic strip, The Adams Family. Clayton and Sarah have an offbeat sense of humor that keeps them happy together.

Nev has been helping Clayton with the lofting of the keels and points of laughter have been when Clayton wrote cut here in one place, and certainly NOT here! in another. We are remembering the cartoon of the man building a canoe with the bow on one side of him, all turned up nicely. Then you see the man in the middle of the cartoon weeping. On the other side of the man the stern is pointing down...

There is much care reading the numbers on the dimensions, complaining of sore knees, and lots of explanations of the design drawings.

Clayton is catching on ok. He is lofting everything full size on hardboard which Nev will check over before Clayton cuts it all out of Gaboon ply.

The house is a jumble of clutter but lots of fun to visit. Orchids are growing in one corner, the woods outside are lovely, and Sarah will come home from work to see lofted hulls in her livingroom.

We will be in California for three weeks and hope Sarah and Clayton will have cleared the nice basement, finished lofting keels, hull sides, and lower bulkheads, and be all ready to start mixing glue when we get back.

Then we will be on hand for the first glue day after final measuring. Very soon after, we head south for the winter so Sarah and Clayton will be on their own after we leave. Happily, the plans are not hard to understand so they will be fine without us.

By building one hull at a time, they can do all the work in their basement and, yes, we did measure to be sure it can get out the door! Clayton is a chef and my son and Sarah is a social worker and looks like she could have been my daughter. They have been together for one year and all the various relatives are delighted. So it is time for a boat.

We wish them well!

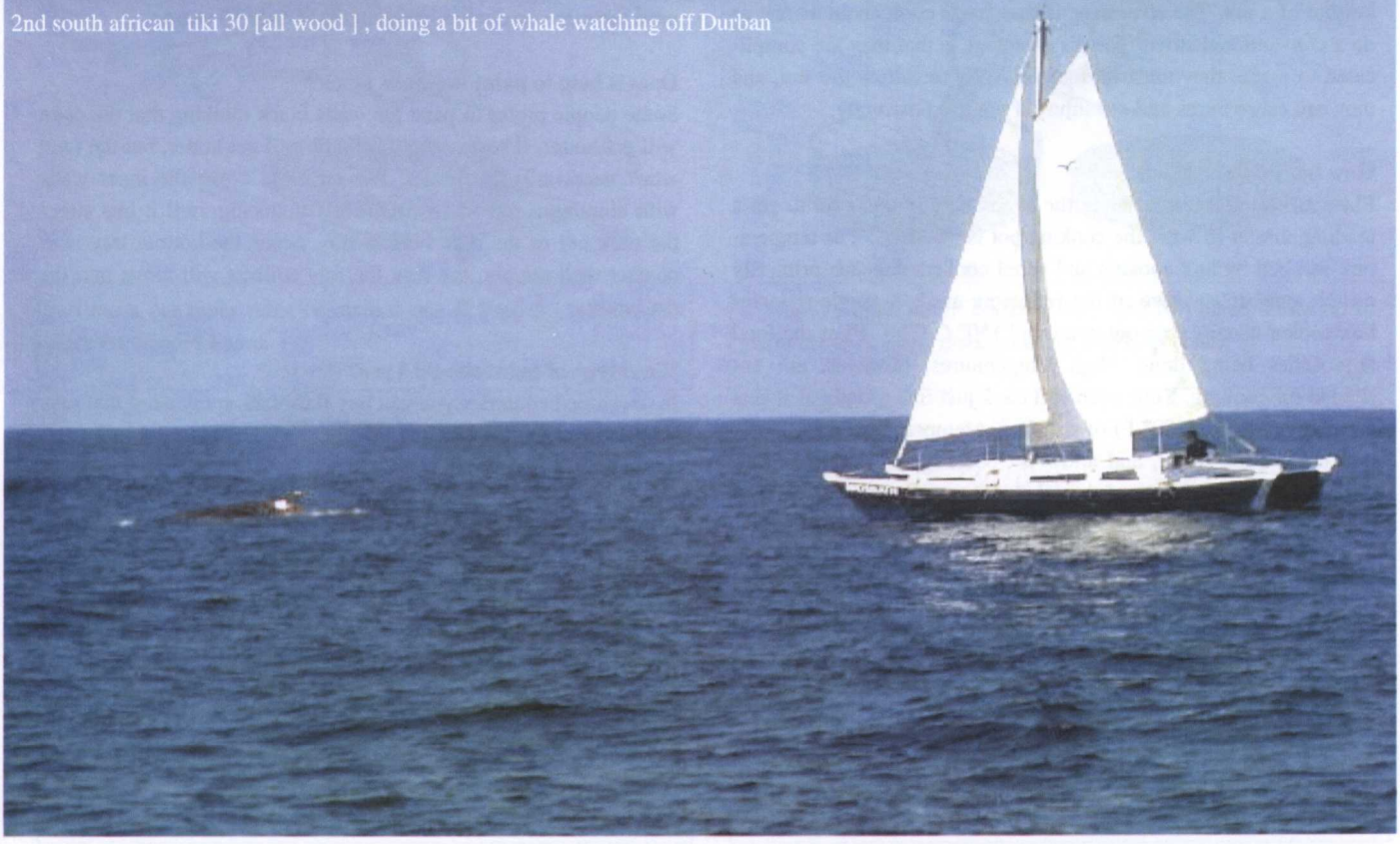
Ann & Nev (Clement)

Nadja's H[illegible]17 comes alongside Jean-Michels TA-GAKI at La Rance

Raft up at Mesquer, Brittanty see also www.icarii.net

3rd south african tiki 30 [grp]

Jeff and Cyril Pollock's KIA KIA, Falmouth



2nd south african tiki 30 [all wood] , doing a bit of whale watching off Durban

Hints & Tips

Solar Ovens

The basic purpose of a solar box cooker is to heat things up - cook food, purify water, and sterilize instruments - to mention a few.

A solar box cooks because the interior of the box is heated by the energy of the sun. Sunlight, both direct and reflected, enters the solar box through the glass or plastic top. It turns to heat energy when it is absorbed by the dark absorber plate and cooking pots. This heat input causes the temperature inside of the solar box cooker to rise until the heat loss of the cooker is equal to the solar heat gain. Temperatures sufficient for cooking food and pasteurizing water are easily achieved.

What are the basic kinds of solar cookers?
There are three basic kinds:

*** Box cookers**

This type of cooker has the advantage of slow, even cooking of large quantities of food. Variations include slanting the face toward the sun and the number of reflectors.

*** Panel cookers**

This recent development was sparked by Roger Bernard in France. In this design, various flat panels concentrate the sun's rays onto a pot inside a plastic bag or under a glass bowl. The advantage of this design is that they can be built in an hour or so for next to nothing.

*** Parabolic cookers**

These are usually concave disks that focus the light onto the bottom of a pot. The advantage is that foods cook about as fast as on a conventional stove. The disadvantage is that they are complicated to make, they must be focused often to follow the sun, and they can cause burns and eye injury if not used correctly.

How hot do solar ovens get?
Place an oven thermometer in the sunny part of the oven to get a reading similar to what the cooking pot is "feeling". The temperature reached by box cookers and panel cookers depends primarily on the number and size of the reflectors used. A single-reflector box cooker usually tops out at around 150° C (300° F) as the food approaches being done. High temperatures, however, are not needed for cooking. Your oven will cook just fine as long as it gets up to about 90° C (200° F) or so. Higher temperatures cook larger quantities, cook faster, and allow for cooking on marginal days; However, many people prefer to cook at lower temperatures, since then they can leave the food to cook while they go about their business. With a single-reflector box cooker, once the food is cooked, it just stays warm and doesn't scorch. It's good to keep in mind that no food can go above 100° C (212° F) anyway, until all of its water content has evaporated. The high temperatures you see in cookbooks for conventional ovens are just for convenience and for special effects such as quick browning.

How long does it take to cook a meal?
As a rule of thumb, you can figure that food in a single-reflector box cooker will take about twice as long as in a conventional oven . However, since you can't really burn your food, you don't have to watch the cooker or stir any food as it cooks. You can just put in a few pots with different foods and then come back later in the day and each pot will cook to perfection.

Panel cookers cook smaller portions, usually only in a single pot, but often they cook slightly faster. Some people have reported the need to stir food every once in a while when using this kind of cooker to assure that the food heats evenly.

Cooking with a parabolic cooker is very similar to cooking on one burner of a conventional stove. Since the concentrated sunlight shines directly on the bottom of a pot, the pot heats up and cooks very quickly. The food will burn though. So you have to stir it and watch it carefully.

Do you have to turn the cooker to follow the sun?
Box cookers with one back reflector don't need to be turned unless you are cooking beans which take up to 5 hours. Panel cookers need to be turned more often than box cookers, since they have side reflectors that can shade the pot. Parabolic cookers are the most difficult to keep in focus. These need to be turned every 10 to 30 minutes, depending on the focal length.

Should I take the time to build a box cooker out of "real" materials like plywood or glass or is cardboard good enough?
Unless you need a cooker that can stay outside even in the rain, you'll do just fine with a cardboard cooker. Cardboard is much easier to work with and holds heat just as well. Some people have used the same cardboard box cooker for over 10 years.

Does it help to paint the walls black?
Some people prefer to paint the walls black thinking that the oven will get hotter. It seems, that the walls will get hotter, but the food won't necessarily get hotter. We prefer to cover the inner walls with aluminum foil to keep the light bouncing until it hits either the dark pot or the dark bottom tray. Since the bottom tray is in contact with the pot, the heat the tray collects will move into the pot easily.

What type of paint should I use?
In developed countries you can buy flat-black spray paint that says "non-toxic when dry" on the label. Otherwise, black tempra paint works fine.

What kind of pots work best?
Ideally, you want to use a dark, light-weight, shallow pot that is slightly larger than the food you will cook in it. Metal pans seem to cook best. Hardware stores in the US usually carry dark, speckled, metal pans called Graniteware. Shiny aluminum pots--so common in developing countries--can be painted black or can be blackened in a fire. Cast iron pots will work, but extra solar energy is used to heat up the pot as well as the food, so they will not work in marginal conditions.

Hints & Tips

What is the best insulation to use?
If you wish, you can insulate the walls of a box cooker with various substances. Fiberglass or Styrofoam is usually not recommended since they give off ill-smelling gases as they heat up. Natural substances such as cotton, wool, feathers, or even crumpled newspapers work well. Many people, however, leave the walls empty of any stuffing, preferring instead to place a piece of foiled cardboard as a baffle inside the wall airspace. This makes a lighter cooker and seems to be adequate. Most of the heat loss in a box cooker is through the glass or plastic, not through the walls.

Can you sterilize water in a solar oven?
Yes. In all three types, water can be brought to a boil. A little-known fact, however, is that to make water safe to drink, it only has to be pasteurized, not sterilized. Pasteurization takes place at 65° C (150° F) in only 20 minutes. This treatment kills all human disease pathogens, but doesn't waste the energy needed to bring the water to a boil. One reason that people are told to boil their water is that thermometers are not readily available in many places and the boiling action serves as the temperature indicator.

If you build a box cooker out of cardboard, won't it catch fire?
No. Paper burns at 451° F and your cooker won't get that hot.

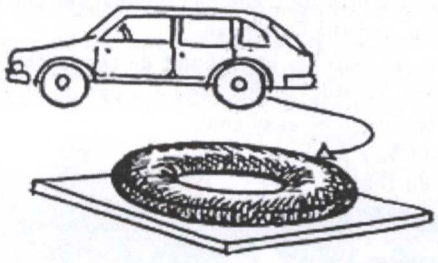
How much of the year can you cook?
In tropical regions and in the southern US/Europe you can cook all year depending on the weather. In areas as far north as Canada/ Scandanavia you can cook whenever it is clear except during the three coldest months of the year

What foods should I try first in my new Cooker?
A good first food to try is a small quantity of rice, since it is fairly easy to cook and looks very different cooked than it does raw. Chicken or fish is also very easy to cook. See cooking hints.

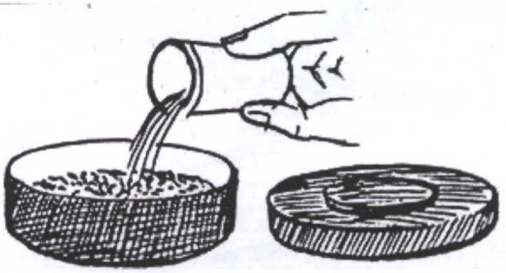
My cooker only gets up to 250° F. Is this hot enough to cook when recipes call for 350°F or even 450° F?
A temperature of 250° F is plenty for all kinds of cooking. Remember that water cannot get hotter than 212° F (100° C). Thus if you are cooking food that contains water, it cannot get hotter than this either. Cookbooks call for high temperatures to shorten the cooking time and for browning. Food just takes longer in most solar cookers, but since the sun is shining directly on the lid of the pot, the food browns just about as well as in a conventional oven.

What happens if the sun goes in front of the clouds while I'm cooking?
Your food will continue to cook as long as you have 20 minutes of sun an hour (using a box cooker). It is not recommended that you cook meats unattended when there is a possibility of substantial cloudiness. If you can be sure that the sky will stay clear though, you can put in any type of food in the morning, face the oven to the south, and the food will be cooked when you get home at the end of the day.

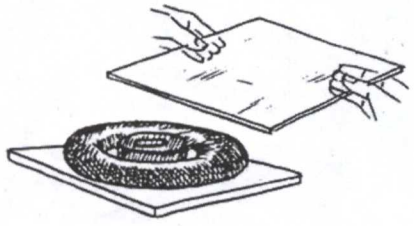
Lo-Tech Solar Oven



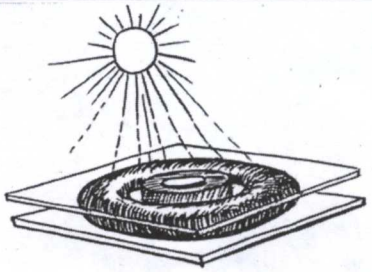
1. Take a car inner tube, repair old one if leaking. Inflate it an place on wooden board.



2. Paint an aluminium cooking dish (and lid) black. Place all ingredients in cooking dish, greasing if baking bread.



3. Place the cooking dish within the inner tube and place a piece of plain glass over tube. Place in direct sun on sunny day. Meal will be cooked in 2—3 hours depending on ingredients and temperature



4. The air in the well is trapped by the tube, board and glass and cannot escape and is gradually heated by the sun through the glass. As the air is heated, so is the cooking vessel and the meal inside.

Launchings

The first completed Tama Moana meets the ocean at Andy Smith's Boatworks, Panglao Island, Phillipines

Emma Watkins & Graeme Kelly on the occasion of the launch of their Tiki 38, LipaLipa. Fresh winds guys, looks like you already have the fair skies bit sorted

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Hints & Tips

SOLAR COOKING HINTS

There is very little different about cooking in a solar box apart from doubling cooking time and leaving water out when cooking fresh vegetables or meats. All foods are cooked in dark covered pots except for roasting nuts and some baking. Use your own recipes and spices. By making small adjustments in time or the amount of water, your favorite foods taste as good or better than ever. The following approximate times are for 4-5 servings. Increase cooking times for larger amounts.

COOKED DRIED CEREALS AND GRAINS - (barley, corn, millet, oats, quinoa, rice, wheat) : 2 hours. Start with usual amount of water. Next time adjust to your taste.

VEGETABLES - Add no water. Artichokes: 2 1/2 hours; Asparagus: 1 1/2 - 2 hours; Other fresh green vegetables: 1-1 1/2 hours. If cooked longer they taste fine but lose their nice green color. **Beans - dried: 3-5 hours**. Usual amount of water, can be soaked ahead of time; Beets, Carrots, Potatoes and other root vegetables: 3 hours. Cabbage, eggplant: 1 1/2 hours if cut up. Eggplant turns brownish, like a cut apple, but the flavor is good; Corn on the cob: 1 - 1 1/2 hours with or without husk or even in a clean black sock. Squash, zucchini: 1 hour. Will turn mushy if left longer.

EGGS - Add no water. Two hours for hard yolks. If cooked longer the whites turn brownish, but the flavor is the same.

MEATS - Add no water. If cooked longer they just get more tender. Fish: 1-2 hours; Chicken: 2 hours cut up, 3 hours whole; Beef, Lamb, etc.: 2 hours cut up, 3 - 5 hours for large pieces; Turkey, large, whole: all day

PASTA - Heat water in one pot and put dry pasta with a small amount of cooking oil in another pot, and heat until water is near boiling. Add hot pasta to hot water, stir, and cook about 10 minutes more.

BAKING - is best done in the middle of the day (9 or 10 am - 2 or 3 pm) Breads: Whole loaves - 3 hours; Cakes: 1 1/2 hours; Cookies: 1 - 1 1/2 hours. Do NOT need to be covered. Avoid bottom crusts - they get soggy.

SAUCES & GRAVIES MADE WITH FLOUR OR STARCH - Heat juices and flour separately, with or without a little cooking oil in the flour. Then combine and stir. It will be ready quickly.

ROASTING NUTS - Bake uncovered. Almonds: 1 hour, Peanuts: 2 hours.

Reusable Building Shelters

Some sort of shelter from the weather is nice to have, especially with wood boats.

When I saw Mike & Marta Haromy's shelter (see article in next issue) it reminded me of a way to recoup part of the building cost of such a shelter.

I've seen people make "bow" buildings before and I've always liked them. The good side of them is that they will take a real snow load because the snow just slides off. And they're relatively simple to build too. And, when you're through building the boat, if you plan ahead and bolt/screw assemblies together instead of nailing them, you could disassemble the building and sell the bows!

"Green house" grade visqueen can be bought at any good garden wholesaler. It comes in 6 mil rolls very wide and long. It stands up to the sun for years. Plastic tarps work too. The blue ones are the cheapest and are junk. Use the gray; they last much longer. And two layers of tarp or plastic makes enough air barrier where it won't condensate inside! A single layer in weather where it freezes will freeze on the inside, then drip on your head all day. Awful.

From fellow boatbuilder Ken Wells in Ohio -"Working alone, construction took about 50 hrs. for a 25' x 45' x 20' high building. The frames are 1 x 3 strapping with 2 x 4 spacers. they sit on a 2' high knee wall which is anchored to the ground with 5' steel fence posts. It's attached to the end of my shop in two places at the roof line. I covered it with two heavy silver plastic tarps joined at the ridge. The ends are covered with clear poly sheet. Total cost, which includes a load of gravel to level the floor was about $1000. or less than a dollar a sq. ft"

You'll need some sort of form to bend the 1-by around. It seems to me when I saw it done they had driven a couple 2-bys in the ground, maybe 4, in the arc they wanted. You clamp the first layer of 1-by to the 2x4s, screw or nail the spacers (2x4 x 4" maybe), then clamp the inside 1-by to the spacers and screw it down. Actually, I think I'd tack a piece of 1/4" or 3/8" ply to the spacer to make it wider than 1 1/2" so it would be easy to slide the 2x4 horizontals in. Make enough bows to have one every 4'. Attach the bows together at the top with 1/2" CDX plywood, 12" or so deep, both sides. Notch the very peak so you can put a 2x4 on edge to connect everything. You'll see horizontal stringers in this photo; use 2x4s and space them no wider than 4' and the building will be very strong.

Details can be found in the Gougeon Bros "Wooden Boat Cinstruction" or I'm sure on the internet.

Pot in Pot Refrigeration (without electricity)

In rural northern Nigeria, there are no refrigerators. Most people don't even have electricity. So perishable food must be eaten immediately, or it will go to waste. Mohammed Bah Abba, a local teacher, has developed an ingenious solution: the Pot-in-Pot Preservation Cooling System.

A small earthenware pot is placed inside a larger one, and the space between the two is filled with moist sand. The inner pot is filled with fruit, vegetables or soft drinks; a wet cloth covers the whole thing. As water in the sand evaporates through the surface of the outer pot, it carries heat, drawing it away from the inner core. Eggplants stay fresh for 27 days, instead of the usual three. Tomatoes and peppers last for up to three weeks.

A recipient of the Rolex Award for Enterprise, Abba, 37, who hails from a family of potmakers, is using his $75,000 award to make the invention available throughout Nigeria. He has already sold 12,000.

Temperature differential has been recorded as 14C/23F in 84F ambient temperatures in tests in California.

News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

Using a Solar Oven

First and foremost solar ovens need to be used on sunny days, half an hour will get things started and 20 mins of sun per hour will do the job of keeping the cooking moving ahead—one to two hours and you & food are golden!

What can you cook in a solar oven?

Casserole of Fish Fillets

Fish fillets
Lemon pepper
Celery salt
Green onions, chopped
Wheat germ
Butter
Lemon juice

Place fish fillets in oiled dark casserole, sprinkle with seasoning and green onions. Dot the top of fish with butter and lemon juice. Cover. Cook briefly, until tender. If using frozen fish, you will need liquid - try some soy sauce.

Whole Chicken

Whole chickens roasts beautifully in 3-4 hours. Stuff a whole lemon inside before you bake it.

Assemble pre-cooked rice, chicken or turkey, cream of anything soup and available veggies. Cheese on top and bake in solar oven for a couple of hours. Freeze ahead for an easy Saturday meal.

Basmati Rice

2 cups cooked Basmati rice
1 bag of mixed frozen vegetables (I used the stir-fry kind)
2 cans cream of anything soup
1 can of chicken broth, milk or whatever you have around.

Loosely pack this mix into an oven dish and cover with mozzarella cheese. Cover and bake until the cheese is bubbly.

Lasagna

1 jar (32 ounces) spaghetti sauce
1 package (8 ounces) lasagna sheet noodles
Olive oil
1 pound ricotta cheese
1 pound mozzarella cheese, shredded
1/2 cup grated Parmesan cheese

Spread 1 1/2 cups of sauce over bottom of a dark roasting pan. Coat uncooked noodles with olive oil. Layer half the noodles and half the ricotta cheese over the sauce. Add half of the mozzarella cheese. Repeat layers of sauce, noodles and cheese. Top with remaining sauce. Sprinkle Parmesan cheese over top. Cover and bake in the solar oven for 3 to 4 hours. Makes 6 servings.

Warm Fruit Salad

Remove the skin from one pear. Split in half lengthwise and remove the seeded area and stem. Place face-up in a baking dish.
Sprinkle with:
2 Tbsp. organic raisons
2 tsp. Brown sugar
2 tsp Butter and a sprinkle of vanilla or rum extract.

Bake in oven for up to an hour.
This is absolutely delicious warm, with cream or cold or with cake or ice cream.

Banana Bread

1 Cup brown sugar
2 eggs
2 mashed bananas
1/2 cup nuts
2 cups sifted flour
1 tsp. soda
1/2 tsp. salt

Mix all above together and bake in a grease pan for approx two hours. Use heat sink as described below.

Congratulations! You just knocked up a 5 course meal, while sunbathing/swimming/fishing!

Bread? Let them eat cake!

Pumpkin Fruitcake

- ½ cup apple/orange juice
- ½ cup raisins
- 1 cup dried figs (chopped)
- 1 cup pumpkin (cooked or canned)
- 2 Tbs. sugar
- 1/4 cup vegetable oil
- 1 1/2 cup whole wheat flour
- 1 tsp. baking soda
- 1 tsp. baking powder
- 1 tsp. ground cinnamon
- ½ tsp. ground nutmeg
- 1/4 tsp. ground allspice
- 1/4 tsp. ground cloves
- ½ cup chopped walnuts
- 2 tsp. grated orange rind

Heat Sink—Solar Ovens cook from the top, not the bottom as normal ovens so a flat brick painted black placed in the oven 30 mins before dish goes in will prevent moist soggy bottoms.

Put a ***heat sink*** in the solar cooker to preheat.
Combine the juice, raisins, and figs in a bowl.
Let stand for an hour or overnight.

Beat together the pumpkin, sugar and oil. Stir in the fruit mixture. Add the flour, baking soda, baking powder and spices. Mix well. Add the nuts and orange rind. Stir to blend well.

Pour batter into a 8 inch round or square pan or a 8 x 5 inch loaf pan. Bake until a toothpick inserted in the middle comes out, more or less, clean (I like it moist). This takes about an hour and a half for an 8 inch square pan or a couple of hours for a 8 x 5 inch loaf pan when cooked at midday.

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

****** Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

For Sale—"Funky Flamingo" Tiki26 $7k
Solid boat, needs sails and rigging, located Florida Keys
Dan Kunz. Email drkunz@hotmail.com 305 –664-0190

For sale "Banana Split" **Tiki 21** - Asking **£3000**.
"Tony Perridge—
email honesttone@yahoo.co/uk tel 01463 234189

For Sale Hitia 17 £1650 ono. Refitted over the last 2 years, stored in my garage and I now need the space (Sadly, I just don't have the time for her). Repainted and re-varnished, ready to go with no maintenance needed. Launching trolley + trailer.
Contact; Andy White 07843 427964 or aewht@aol.com

For Sale Tiki 30 "Mango Elephant". Very High Spec. Aluminium Mast (Sailspar), Lewmar Ocean Fore-hatches, Main sail, roller genoa, genniker (all Jeckells) GPS, DSC VHF, Navtex, Log, Echo, Autopilot. 4 winches, totally solar self sufficient 4 panels and 2 batteries. 2 Eight wheel yard/launching trolleys.
Moored Lowestoft UK. Ready to go anywhere! Delivery by sea could be negotiated. £18,000
(You could not build it for this price - nor could I)
Gavin Lacey
- Mobile - 07919 052 725
- gavin@mangoelephant.com

For Sale Tiki 21 "Sunshine" grp hulls raised cabin tops, alloy mast, suzuki 4 hp outboard, chemical loo, launching trolleys road trailer all in good condition £4000
Tel 01983 872540 or gwilling@abports.co.uk

Having just bought "Skinny Dipper" from Dick Thorn, my **Tiki 21** "Kentiki" is now, reluctantly **FOR SALE**
Asking **£2800-3500,** depending on how much winter refit gets done. Located Poole Harbour
Ken Hook email hook.ken@virgin.net Tel 01202 531445

"Yellow Cat" Heavily built Tiki31 fully equipped for cruising - wheel steering, autopilot, twin fourstrokes, cockpit tents, solar panels, ballast tanks, huge wardrobe of sails. £10k
Paul Cobb.
"Yellow Cat" , Long Island Ferry, Schull, West Cork, Eire, 0035 386 1786364

WANTED—new home and owner for HINA project.
See Page 39

Back issues of SeaPeople nos.12-49 (Feb90-Sep02). One careful owner, hole punched & stored in lever arch file so are good & clean. Best offer by 10 Mar '05 gets these, money goes to RNLI. Offers to pca office or editor@pca-

For Sale
Tiki 31 "Bobin" sail number 81. Never been in the water. Two hulls in good condition. Beams and masts need re-varnish or painting. £2,500
Alex Heywood, 01424 220170

Dittybag goes online in October see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online dittybag please send to pcapix@pca-seapeople.org

BOATS, SKIPPERS, CREW, BOATBUILDERS NEEDED for Falmouth to La Corunna August 2005
Contact : jubilee@pca-seapeople.org or PCA Office

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Dear all, re The Sea People June 04, p 25 "A Fork in the Road" Tony Perridge

Tony Perridge concludes that he does not have the temperament for long distance sailing and that he feels, in comparison with Ellen MacArthur, "a total wimp".

One of the whole points about living at sea is that one does not "know" and so I do not know what the MacArthur is but something in the back of (what's left of) my mind suggests that it is one of the globalising racing mob.

If that is so, then rest assured, Tony, you are no wimp.

The racing mob cannot put to sea without shore-based routers, strategy managers, banks of weather computers and massive communications gear so that the telly companies they work for can call on the world's helicopter fleets to save them when the masts or keels fall off their ridiculous machines, or when they get tooth ache. Taking my engine to pieces this morning I noticed a chap I was talking to a few days ago slipping quietly out to sea, in the present northerly gale, bound for Panama. No one will ever hear of him, as no one has heard of any of his previous voyages, some astonishing. If he does not get to destination no one will hear of it either AND NO ONE WILL HAVE BEEN BOTHERED. So the wimps are the other mob. Not us.

On my way to the West Indies, in Santa Cruz de Tenerife I met a young couple setting out for their "great adventure" after long planning and preparation. (About to set off on mine, I checked up the mast and found the forestay hanging by 4 strands at the top swage.) I ran into them again in Guadeloupe. They had given up their round-the world cruise and were about to re-cross the Atlantic for home and the pottering about the coasts of Europe, anchoring up quiet estuaries, listening to the sea birds ...which is what they liked about sailing. What they did not like was weeks of empty ocean, the arrogance of officialdom, the endless anxieties of weather and failing gear. Many people would think their decision to be a scurrying for home tail between legs. On the contrary, it had the courage of self-recognition, particularly because they were young. You see quite a lot of people at anchor in the Caribbean, locked into a stagnant and pretty sordid live-aboard life, which they cannot admit to themselves, they detest.

It sounds as if Tony Perridge has, like so many others, taken to heart Ratty's famous declaration to Moley that there is nothing half so much worth doing as simply messing about in boats. And, if I can get my engine to work again, if I can get a new mainsail to replace the one that ripped itself to pieces last week, if my new forestay (second in two years) and new genoa roller (the newly snapped forestay demolished the old and much-repaired roller) hold together, if I can find a window between the constant gales of the Azores, if... then I will get back to Spain and join him.

To thyself be true.

Keep up the good work Editorial Team. Yours is the only sailing magazine I have ever come across that has any sense or information in it. Malcolm McFarlane

Thanks for the last message. We are about to leave Kenya on our "Captain Cook", "Scamander", heading for Seychelles. We are then heading for the Pacific over the next few years. Please can you change our email address to - copse@scamander.co.uk and send all hard copies of PCA to our UK address:- 99 Norse Road, Scotstoun, Glasgow, G14 9EQ

Please don't send anything large or any attachments on the email as we will be in places where the transmission rate is very slow.

Regards, Andy Smallwood

Hi Sea People,

As we wait for our building plans to arrive (Tiki 46) I have had the good fortune to visit with Mike and Marta Haromy in Toronto, Ontario and see the progress on their Tiki 46. This was my second visit with the Haromy's and their new friendship is most appreciated. This trip I even donned a tyvek suit and helped them with glassing some of the port hull deck.

Coming up next month, and again in December, is a visit to see Ann and Nev Clements on Peace IV. I first met Ann and Nev in Beaufort, NC as they were heading north to Rhode Island this past spring. The opportunity to visit and see finished boats and boats in progress is more motivating than I can explain. Suffice it to say that if you have even the remotest chance to visit other Wharram builders, do it!

Recently I got an update on Ron and Suzanne Metheny aboard "Tapasya" their Tiki 38. Ron built Tapasya in Boone, NC just an hour or so away from me but I never knew that he was building until they had launched and were living aboard in Carolina Beach. I visited a couple of times to see the boat and they took me out for a daysail. That was all it took and I was hooked. Anyway, here is the update...

"We are fine, broke and on our way to New Zealand to find work, I hope. Our course took us from North Carolina to Antigua, Trinadad, Venezuela, Colombia, Panama, the Galapagos, to the Marqueasas (that took 25 days), to the Tuomotos, Societes, Suvarrov, and now Samoa. 22 months in all since we left NC. From here we will go to Fiji and the first week in Nov. to New Zealand, weather permitting!!!

There are a lot of different kinds of cruisers out here from budget to wealthy. In the West Indies we spent to much money. Venezula, Colombia, and Panama were very inexpensive. Perhaps $500 a month plus or minus a $100. French Polynesia very expensive, gasoline $5.00 a gal.!! I'm trying to say you can make it on a small budget . Have lots of chain rode, 300 ft. plus to anchor in 60 plus feet sometimes. I'm using 225 ft chain and 200 ft rope but more chain is better. You will motor a lot at times. Remember we have two gas Yamaha 9.9. so its more expensive than a diesel."

That is all for now, more when the build begins!

Regards, Clif Thompson

Greetings from the Isles of Scilly

News from Scilly:

Fellow member Pete Kyne still desperate to get sailing again. He is looking for a Pahi 42 if anyone can help.

'Astrophe', Ted Moulson's classic Tane, is still for sale and has been reduced again, £3,750.

Regards

Gary Hoyle Tiki 26 'Tiki Ni'

Support your Association
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Reading matter? Back numbers of course!

Committee member Gerald Winkler shows

our Burgee in the Adriatic That's the way to do it!

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POLOS/TENNIS(collar + buttons).....£15 each + P&P
SWEATSHIRTS.....£16 each + P&P
BACK ISSUES of Seapeople.....£3.75 each INC. P&P

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OUR ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

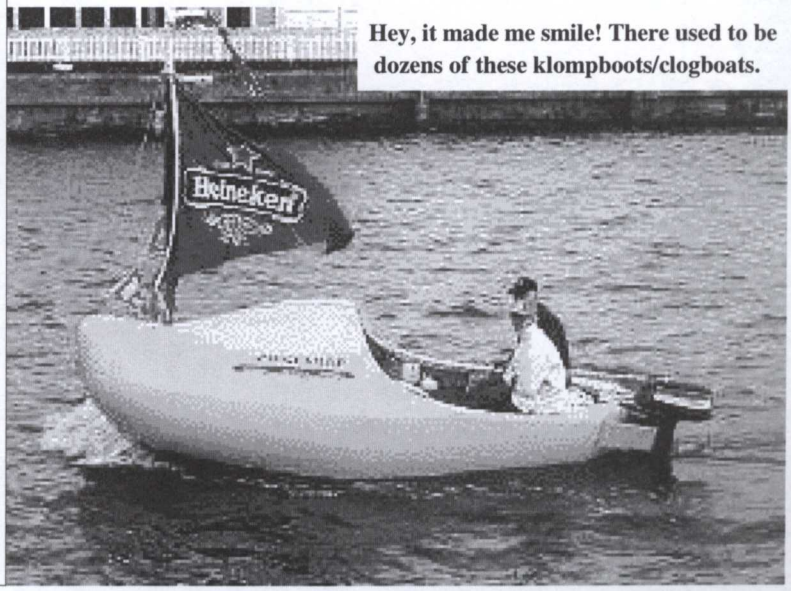
Hello,
A few years ago I wrote to the PCA, advertising my boat, a HINA, I had a few enquiries but nobody seemed to want it, so I'm just making one last attempt at selling it, and if no-one wants it, perhaps a match would do.
Its been sat in a field for about 8 years now and the weather is doing it no good.
There are 2 hulls with cabins 25 feet long, 4 feet beam each hull, the hulls have been sheathed with nylon, there are a few other bits and pieces that I'd amassed over the years. Since I retired in 93 I've kept hoping I'd be able to get it finished, but I haven't the money to find a new workshop and I'm getting too old to do the work.
If anybody is interested they can take it away for a donation to my benevolent fund. Another winter is upon us and another winter will only make the boat look worse, what's more the farmer wants it gone, my wife too, she says its stopping her sleeping at nights.
Still with a bit of hope,
Yours Sincerely,
John Ashbury

I found this a truly a sad story but I'm a great believer in symbotic relationships and it came as a pleasant lift that the following was received from Dave Mitchener. Maybe these two letters can inspire someone to take over John's Hina ??? ED

Thought for the day:-

- Never be afraid to try something new.
- Remember that a lone amateur built the Ark.
- A large group of professionals built the Titanic.

David Mitchener



Hey, it made me smile! There used to be dozens of these klompboots/clogboats.

For those of you with no French here is a translation of the article on page 28

The Wharram meeting planned for the weekend of August 15 at Mesquer, southern Brittany was a delightful success. Four Wharrams of differing sizes (plus one catamaran inspired by Wharram) and approximately forty owners, builders, potential builders (from all France) created an ambiance full of friendship.

On Saturday morning the first arrivals could admire the pretty scenery of Mesquer at low-tide, but unfortunately under a persistent drizzle.

Already present were the Tiki 21 Théo of François Juillien, based in Mesquer, and the well known Kamiloa, Tiki 38 of the Naulet's which was the all yellow one visible from afar, in the channel. The first arrivals decided to relax with Mother Nature and to wait for better weather with a coffee. We particularly welcomed Marie-Helene and Bertrand Fercot, in the process of building at the same time a Tiki 46 in the finistère and a Tiki 30 in Martinique!

By mid day the drizzle left us and Kamiloa was used as a picnic area for a small group of visitors, later on joined by the remainder of the group and Théo. In the afternoon we were joined by Temoe, a catamaran built by its owner obviously inspired by Wharram.

Then Leonardo, the Tiki 28 of Claude Borde arrived, followed by the Mélanésia brought by the Naulet children. With the weather preventing any sailing, the afternoon quickly passed in visits, comments and chatterings on the "raft" consisting of the assembled Wharrams.

Finally the day finished for the majority around plates of mussels and the lively conversations continued until rather late...

Sunday morning the rendezvous' were fixed about midday only, time for the tide to start to go up, and for the weather to turn beautiful. The departures having been more numerous than the arrivals we were a little fewer to share a picnic on the beach. Some people had trouble finding us and I hope that nobody left without having found us or the food . The afternoon everyone embarked on the boats for a final sail under a light breeze during which Leonardo demonstrated her nimbleness & speed in the light airs.

Finally, 2 fulfilling days during which each one could share their experiments and their questions. It was to my knowledge the best attended Wharram gathering in France but can still get much better! Arising from the various discussions was the wish to gather the amateurs of Wharram into an organization which could form part or be affiliated with the PCA (polynesian catamaran association) by understanding the need for proximity and the difficulties of the English language. We should get information to know how the Austrians are organized (very active). Finally that other meetings of this type are wished for by all next year with various assumptions: a single gathering in Rade du Brest or seperate meets in the (english) Channel/La Manche and the Atlantic? All/any proposals/suggestions are welcome.

One cannot finish without thanking all the participants, and in particular François who welcomed us in Mesquer and the owners of Wharrams. A special mention for the Naulets, who came with both the largest and the smallest boat of the meeting!

Nicolas Vivier (translated with humble apologies for any errors by Dave Peak, with final corrections thanks to Danièle Volpiere)

Following is the up-to date list of the changes to members information since the 2004 yearbook went to print.
Name "Address" "Contacts" "Boatinfo"
Contacts (HomePhone,Mobile,Fax,E-Mail)
BoatInfo (Type,IPBRS,SailNumber,Name) I=Interest,P=Plans,B=Build,R=Restore/Rebuild,S=Sail

Australia		
correction	Watkins & Kelly Emma & Graeme	correct phone number is +61 (0)427 481951
Denmark		
changed	Olsen John Henrik	"Boegeparken 16,ST,Kongens Lyngby,2800" ",+45 607 56070,,john@cyberdanmark.dk"
New Zealand		
rejoin	Bone Chris	"PO Box 1803,Whangarei" "+64(0)943 44066,,,chris@paradisecoast.co.nz" "Tiki46/I// Islander55/I/"
USA		
changed	Hinman Chuck	"14635 SE 16th Street, Apt 12,Bellevue,WA,98007"

FACES OF SEA PEOPLE

Gerald Winkler with daughter Luise onboard Kananaskis, their Tiki26, in the Adriatic.

Marta Haromy will have more on the beauty of boat-building next issue, once the dust settles.....

Jo-Hannah Mayer enjoying a quiet read aboard her parents' (Josef & Liezel) Tiki31, "JOJO" while on a cruise in the Ionian Sea.